



RAIL-ROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, FEBRUARY 4, 1832.

VOLUME I...NO. 6.

CONTENTS.

No. 5.	
RAIL-ROAD JOURNAL.	NEW-YORK AMERICAN.
Illinois and Michigan Rail-road.....33	Literary Notices.....71, 72, 73
Rail-road from New-York to Lake Erie.....66	Feathers from your own Wings, and Remarks.....74
Uniformity of Rail-road Tracks.....68	Foreign Intelligence.....75
Rail-road from Newburg to the Delaware River.....67	Home Affairs—Support of the Foot, Massachusetts, North-Carolina.....76
Rail-road from Providence to New-London.....67	Congress, N. Y. Legislature.....76
Views on the Baltimore Rail-road.....67	Re-organization of the Navy, Value of Public Libraries.....77
Rail-road Advocate.....67	Summary.....77
Rail-road from New-York to Albany.....67, 70	From Liberia.....78
Harlem Rail-road.....68	State of Thermometer, &c.....79
Rail-road Memorials.....68, 69	Poetry, Marriages, Deaths, Passengers, Sale of Real Estate, &c.....80
Rail-road to the Ohio Canal 70	
Navigation on Mississippi, 73	
No. 6.	
RAIL-ROAD JOURNAL.	NEW-YORK AMERICAN.
Newcastle and Frenchtown Rail-road.....61	Literary Notices.....86
Letter from Col. Long, U. S. Topographical Engineer, on the leading principles of Rail-roads, &c.....82	Foreign Intelligence.....87
Rail-road Meetings.....83	Home Affairs—Debate on Abolition.....89
Report of Pennsylvania Canal Commissioners, and Remarks.....84	Congress.....90
Rail-roads in Winter.....85	N. Y. Legislature, &c.....91
	Gen. Santander.....93
	Summary.....94
	Poetry, Marriages, Deaths, Real Estate, &c.....95
	Postscript.....96

AMERICAN RAIL-ROAD JOURNAL.

NEW-YORK, FEBRUARY 4, 1832.

We already find that notices of Rail-roads in progress and in contemplation thicken upon us; and we are much encouraged thereby in the confidence that this Journal will prove a focus for the concentration of a great deal of useful information on the subject to which it is especially devoted. Among the works heretofore little known in this part of the country is that of which a description will be found in the article from the National Gazette, the *Newcastle and Frenchtown Rail-road*. This is a route to connect the travel on the Delaware with that on the Susquehanna, and will materially abridge the time, already much shortened, of a journey from Philadelphia to Baltimore—both for travellers and light merchandise. The Delaware and Chesapeake canal will of course still be the great channel of communication across the isthmus which separates the waters of those noble bays, for produce and merchandize generally; because the vessels laden with them, can pass through that canal; but the Rail-road will undoubtedly carry the passengers, and such light freight as it may be an object to transport rapidly. There will be enough for both; for we are not now to learn how much intercourse, both of trade and amusement, is increased by diminishing difficulties and adding to its comfort, celerity and certainty. We are, therefore, far from considering this Rail-road as an injurious rival of the

Delaware and Chesapeake canal. It is apparently well constructed; for it will be seen by the communication already referred to, that this Rail-road, of which the very name is now for the first time probably announced to most of our readers, and which has been going along so noiselessly, is "now nearly ready to go into operation." The distance is short; the ascents nowhere great; and the cost complete, with cars, engines, &c., will "not exceed four hundred thousand dollars"—equal to about \$25,000 per mile.

This Rail-road is one great link, which, when the Camden and Amboy Rail-road is finished, will become still more important, in the great chain which, in our day to stretch along the Atlantic coast, and bring its chief capitals in rapid, constant and mutually beneficial relation with each other. New York must desire, and should always be prepared to advance, the completion of such a chain.

[From the National Gazette.]

THE NEW CASTLE AND FRENCHTOWN RAIL-ROAD.
Perhaps no work of equal magnitude and importance has progressed so rapidly and noiselessly towards completion as the New Castle and Frenchtown Rail-road, now nearly to go into operation.

As this road will constitute an important link in the chain of communication between New York and Washington city, and as it appears to have thus far attracted but little of the public attention, the following description of it may not be entirely devoid of interest.

The road commences at the town of New Castle on the Delaware, and terminates on the Elk River near Frenchtown. Its length is a fraction less than 16 1/2 miles, being but 853 yards more than would be a perfectly straight line drawn from one end to the other.

It is composed of six curves and six straight lines, three of the curves deflecting to the North and three to the South.

The 1st curve on leaving New Castle is a half-circle, 4750 ft. long, on a radius of 14,898 ft. 2d do. do. 2890 do. do. 10,560 ft. 3d do. do. 4396 do. do. 10,560 ft. 4th do. do. 1939 do. do. 10,560 ft. 5th do. do. 4968 do. do. 20,000 ft. 6th do. do. 8296 do. do. 13,243 ft.

Variations so slight as these must be admitted to be altogether unimportant; we may therefore safely assume that for all practical purposes this road is as perfect as if it were entirely straight.

The aggregate length of the curves is 27,240 feet, 5.16 miles; that of the straight line, 59,670 feet, or 11 3/10 miles. The longest straight line is nearly six miles in extent. The graduation of the road varies from a perfect level to ascents and descents, or slopes, of 10 feet 6 in. to 40 feet 4 in. in the mile, and at one place, for a distance of about 4000 ft. the slope is at the rate of 29 feet to the mile.

The whole amount of excavation is about 500,000 cubic yards of earth, exclusive of the side drains, which are on a magnificent scale. The amount of

embankment is about 420,000 cubic yards. At two points the excavation has been attended with great difficulty and expense, especially at the western termination of the road, where the cutting was 37 feet deep, through a solid mass of tough red and black clay for a considerable distance.

There are six principal embankments, varying in length from twelve hundred to three thousand feet each, and in height from fifteen to twenty-five feet each, or thereabouts.

The road crosses four bridges or viaducts, varying in dimensions from 12 feet by 10, to 5 feet by 6; and 29 culverts, varying from 12 feet by 4, to 2 feet by 2. The whole of the bridges and culverts are of substantial stone masonry. The width of the road bed is 26 feet exclusive of the side drains. It is fenced on both sides its whole length, the fences enclosing an area of never less than 70 feet in width, and at the western deep cut of 170 feet. The superstructure of the road is formed partly of stone blocks containing two cubic feet of stone, each weighing about 360 lbs. and partly of substantial white oak sleepers, upon which are laid and secured in the most approved manner, the string pieces or rails, of Georgia pitch pine, 6 inches square; on the top of these are fastened the iron bars 2 1/4 inches wide by 5/8th of an inch thick, with iron plates beneath them at the points of their junction. The inner edge of the string piece is chamfered off so as to bring the bearing of the iron bar nearly in the centre.

The blocks are laid three feet apart from centre to centre, and bedded in holes two feet deep and two feet square, upon pure sand or gravel well rammed; and where sleepers are used, on the embankments, &c. they are laid at the same distance apart, on sills of hemlock, four inches thick by eight inches wide, placed longitudinally, which are, in like manner, bedded in trenches filled with sand or gravel well rammed—these substances being supposed to furnish the surest safeguard against injury from frost.

The total cost of the New Castle and Frenchtown Rail-road, (which will certainly yield to none in this country in beauty of design and execution,) including the land for its location, wharves, land and depots at both ends, locomotive engines, passenger and barthen cars sufficient to put it in complete operation, with a single track and the requisite number of turn outs, will not exceed four hundred thousand dollars.

That their investment will prove profitable to the stockholders, cannot be doubted. The travel alone must make it so, independent of the light freight which will, for the sake of greater speed, pass to and from Baltimore on this route. The time that will be saved to passengers will, in itself, form a sufficient motive of preference to them, as the journey from hence to Baltimore can certainly be performed two hours sooner by crossing this Rail-road than by any other route.

Nor should any jealousy or unkind feeling exist between this company and that of the Chesapeake and Delaware canal. Both are noble enterprises, and each will be eminently useful in its appropriate sphere. They can scarcely be considered in the light of rivals. It should be the wish of every good citizen to see them both prosper.

Letter from Lieut. Colonel S. H. Long, U. States Topographical Engineer, to Philip E. Thomas, Esquire.

Sir,—Agreeably to promise I submit a few statements in relation to the subject of Rail roads, having for their object a development of some of the leading principles that ought to be kept in view in the location and construction of works of this nature. Having no treatise at hand for ready reference, and no leisure for a careful investigation and application of principles, I shall confine myself to such remarks as a general view of the subject may suggest.

The topic first presented for our consideration, as immediately connected with the means of transportation, is a proper estimate or expression, for the locomotive power employed for that purpose. Inasmuch as all expressions of this import hitherto adopted are of an arbitrary character, (except in as far as relates to a proportional part of the load being regarded as capable of giving motion to the residue) we shall choose that which approximates a mean of the various estimates that have, from time to time, been made. A great variety of experiments have been tried in England and elsewhere, for the purpose of ascertaining the average power of force of a horse, or the greatest useful effect resulting from an application of the power of this animal. These have led to various results, each of which has been assumed by different writers, as the measure for estimating not only the effective force of animal labor, but that of mechanical agents of various kinds.—The results we shall choose as approximating the mean of these alluded to, is the same as that adopted by Mr. Wood in his late treatise on Rail-roads.—This result which is usually denominated a "horse power," may be expressed as follows: A horizontal stress or traction of 112 pounds, moving at the rate of two miles per hour during ten hours of each day. This amount of force being resolved into a continual action, operating day and night, will give for the expression of the power of a horse, 46 3/4 pounds, continually moving at the rate of two miles per hour. But as we shall not have occasion to consider, very particularly, the speed or rate of travelling, at which a horse can labor to the greatest advantage, or ease to himself, we shall assume a traction or draft of 112 lbs. acting through the space of 20 miles as the daily performance of one horse.

Agreeably to the statements of Mr. Wood and others, based upon experiments, a single horse laboring at the rate above stated, viz: two miles per hour, and ten hours per day, with a stress of 112 lbs. can draw on a canal 30 tons, exclusive of the weight of the boat in which it is conveyed. But as the resistance to the progress of a boat through the water, is as the square of the velocity with which it moves, and consequently the load is inversely as the square of the velocity it follows, that when a horse moves with a speed greater than that above mentioned, the load he is able to draw will be far less than if he moved slower.

The resistance to the progress of carriages on a Rail-road of the best construction is governed by laws widely different. According to experiments of Messrs. Coulomb and Vince, this resistance remains very nearly the same, whatever may be the velocity, except in so far as relates to atmospheric resistance, which, though inconsiderable, at the greatest speed attainable upon a Rail-road, is to be estimated on the same principle as that encountered by bodies in their passage through water. The amount of this resistance, according to Mr. Wood, is equal to 1.200 part of the load, on a horizontal Rail-way, weight of carriages being included. Hence a traction of 112 pounds, or one horse power, will propel on a level Rail-road 22,400 pounds, or 10 tons; through the distance of 20 miles per day.

It is obvious that a horse exerting the force above mentioned cannot attain a speed greater than four or five miles an hour, without serious injury; nevertheless, for the sake of a more extensive application of the principles involved in the discussion before us, we shall suppose him capable of moving with this force at any rate of speed not exceeding 11 miles an hour.

Mr. Wood, in the treatise before alluded to, estimates the expense of a locomotive engine, including first cost, cost of repairs, fuel and attendance, as equal to the expense of four horses, every thing included. But as horses can be procured and subsisted somewhat cheaper in this country than in England, we shall estimate the expense of an engine as equal to that of five horses, which is probably near the truth, inasmuch as machinery and fuel will cost much less in this country than in England, owing to the small degree to the great difference in the expense of procuring coal and other fuel, in the two countries. As a mere matter of convenience, we shall regard the power of such an engine as equal to that of five

horses, actually hitched, or five and a half horses, (the expense being the same, or very nearly so, in both cases) as may suit the occasion, the weight of the engine being five tons.

From these premises, the following tables, exhibiting the comparative advantages of canals and Rail-roads, and of animal and mechanical labor, are constructed.

TABLE I.—Showing the comparative advantages of Canals and Rail-roads.

Speed per hour.	Daily duration of labor.	Daily distance travelled by a horse drawing 112 lbs.	Load for one horse, moving with different velocities on a canal.	Load for one horse, travelling at different velocities on a rail-road.	Number of horses required to draw on a canal the load of one horse on a rail-road.
miles.	h. m.	miles.	tons.	tons.	horses.
2	10	20	30	10	0.23
3	6 40	20	13.33	9.86	0.74
3 1/2	5 42	20	9.8	9.8	1
4	5	20	7.5	9.75	1.3
5	4	20	4.8	9.64	2.08
6	3 20	20	3.33	9.53	2.86
7	2 51	20	2.43	9.42	3.87
8	2 30	20	1.87	9.31	5.98
9	2 13	20	1.48	9.2	6.22
10	2	20	1.2	9.2	7.68
11	1 48	20	1	9	9.

TABLE II.—Showing the comparative advantages of Animal and Mechanical labor.

Speed per hour.	Daily duration of animal labor.	Daily duration of mechanical labor.	Number of tons that can be conveyed by five horses or one locomotive engine.	Daily distance travelled by horses.	Daily distance travelled by a locomotive engine.	Number of horses required to perform the labor of one engine.
miles.	h. m.	hours.	tons.	miles.	miles.	horses.
2	10	24	50	20	48	12
3	6 40	24	49.33	20	72	18
3 1/2	5 42	24	49	20	84	21
4	5	24	48.75	20	96	24
5	4	24	48.25	20	120	30
6	3 20	24	47.66	20	144	36
7	2 51	24	47.1	20	168	42
8	2 30	24	46.55	20	192	48
9	2 13	24	46	20	216	54
10	2	24	45.5	20	240	60
11	1 48	24	45	20	264	66

In the construction of the foregoing tables, no allowance has been made for the unavoidable detentions, that must occur, both on Canals and Rail-roads; of course the daily performance will be somewhat less than that stated in the tables;—moreover, in reference to canals, the weight of boats is not included in the estimate, whereas, in reference to Rail-roads, the carriages are regarded as constituting a part of the load; of course, some allowance ought to be made in favor of canals, on this account. But as the difference thus resulting is small and somewhat difficult to estimate, it has been altogether omitted in the tables.

We shall next consider some of the circumstances attendant on the passage of hills, by means of inclined planes, with the design of exhibiting the comparative expense of transportation, on horizontal and inclined Rail-ways. Our estimates under this head will be predicated on the supposition, that this expense will always be in direct proportion to the quantity of power applied.

We would farther premise, that all descents are to be regarded as equivalent to levels of the same extent, inasmuch as the maximum speed admissible in descending a plane, whatever its inclination, ought not to exceed that determined upon, as most proper for level roads; and, although no locomotive power, except that of gravitation, may be required in the descent, the usual power (or rather the means of generating it) whether animal or mechanical, must descend in company with the load, in order to be in readiness for application at the bottom of the plane.

All ascents, whatever may be the length of the planes, will be attended with an expensive power, in direct proportion to their heights,—double the elevation in all cases requiring double the expense of power. Hence, if we assume for the cost of transportation on a horizontal road one cent per mile for every ton, the absolute cost of ascending any

height is readily computed. We shall accordingly exhibit in a tabular form, a variety of statements illustrative of the difficulties of ascending inclined planes, compared with those of passing on a level road, under the following several heads, viz: Height of plane or elevation to be overcome;—amount of power, or force of traction required to ascend through any given height;—the distance on a level road through which a given load may be conveyed with the same expense of power;—the distance on a level road, through which a given load may be conveyed as equivalent to the ascent of a plane whose height and length are given; the amount of tonnage, or number of tons that can be conveyed upward daily, on inclined planes of a given length, and of different heights, by means of a given power;—the time required to ascend such planes with a given load and power, (viz: 55 tons, and 5 1/2 horses);—the number of horses required to ascend each plane, with a speed of six miles per hour;—and the cost of ascending, estimating at the rate of one cent per ton, for each horizontal mile. We would further premise, that the daily performance of a horse is to be rated at six miles per hour, for 3 hours and 20 minutes of each day;—that a locomotive engine, weighing five tons, can perform, during every hour of the day, the labor of five horses actually employed, independently of its own locomotion and that of its tenders;—of 5 1/2 horses independently of its own locomotion;—or, of 6 horses inclusive of its own locomotion and that of its entire train of carriages, the whole weight being 60 tons. N. B. It may here be suggested, that in all estimates of mechanical labor in its application to transportation upon Rail-roads, a locomotive engine, in order to perform the work of five horses actually hitched, in addition to the conveyance of its own weight and that of its tender (the sum of which may be estimated at from 6 to 10 tons) must possess the power of 6 horses. In conformity to this view of the subject, a locomotive engine of the power just intimated, and moving with its train on a horizontal road, will afford a useful effect applicable to the purposes of commerce, equal to that of 5 horses, and when serving in the capacity of a stationary engine at the head of an inclined plane, its useful effect will be equal to that of 5 1/2 horses.

TABLE III.—Expense of surmounting Heights, the length of the planes being indefinite.

Height of Plane, Length indefinite.	Amount of power required to elevate 55 tons, being the load for 5 1/2 horses.	Number of miles on a horizontal road equal in length to height of plane.	Time required to ascend, the power being equal to that of 5 1/2 horses.	Cost of transportation, estimated at the rate of one cent per ton per horizontal mile.
feet.	pounds.	miles.	h. m.	dols. cts.
26.4	1232	1	0 10	1 10
52.8	1848	2	0 20	1 65
79.2	2464	3	0 30	2 20
105.6	3080	4	0 40	2 75
132	3696	5	0 50	3 30
158.4	4312	6	1 00	3 85
184.8	4928	7	1 10	4 40
211.2	5544	8	1 20	4 95
237.6	6160	9	1 30	5 50
264	6776	10	1 40	6 05
290.4	7392	11	1 50	6 60
0	616	1	0 10	55

TABLE IV.—Comparative expense of Transportation on Horizontal and Inclined Rail-roads.

Height of Plane, Length being 1/2 a mile.	Angle of ascent, or inclination of the plane.	Equivalent distance on a level road.	Number of horses required to ascend with 55 tons, at the rate of six miles per hour.	Time required to ascend with 55 tons, being the load for 5 1/2 horses.	Amount of tonnage that can pass daily, power being 54 horses—load 55 tons.	Load for 54 horses, or one locomotive engine.	Expense per ton for ascending the plane.
feet.	deg. m.	miles.	horses.	min.	tons.	tons.	cts.
0	0 0	0.5	5.5	5	0	55	1
13.2	0 17	1	11	10	7920	27.5	2 1/2
26.4	0 34	1.5	16.5	15	5980	18.33	3
39.6	0 52	2	22	20	3960	13.75	4
52.8	1 9	2.5	27.5	25	3168	11	5
66	1 26	3	33	30	2640	9.16	6
79.2	1 43	3.5	38.5	35	2268	7.85	7
92.4	2	4	44	40	1980	6.87	8
105.6	2 17	4.5	49.5	45	1760	6.05	9
118.8	2 34	5	55	50	1584	5.5	10
132	2 53	5.5	60.5	55	1440	5	11
145.2	3 10	6	66	60	1320	4.5	12

It is apparent from Table III. that the cost of transportation on a Rail-road will be greatly enhanced by the passage of hills;—also that the extra expense thus accruing will add quite as much to the cost of transportation, as the toll upon a horizontal road for the distance corresponding to the height, as represented in column 3d of the table. Whether this expense is incurred in the purchase of power to surmount the height, or in the payment of tolls, may be regarded as a matter of little moment, either to the public or the proprietors of the road, provided an adequate power for the passage of inclined planes is always at hand. Nevertheless, the mode of conveyance being much more simple and uniform on a level than on an inclined road, it is obvious that wherever hills can be avoided, even at the expense of horizontal distances, nearly or quite equal to those stated in the table, this measure is to be preferred.

Agreeably to the statements in Table IV. it may be inferred that when the inclination of a plane is 3 degrees, or 277 feet in the mile;—its length half a mile; the load 55 tons, and the power 5 1-2 horses;—the time required to ascend at a speed of 6 miles per hour will be about 55 minutes, and the load for 5 1-2 horses, or one locomotive engine, about 5 tons. On the supposition that the horses employed for the conveyance of the load, (the inclination, number of horses, &c. being the same as just stated,) are exclusively employed in the ascent of the plane, the number of ascents will be eleven, and of descents ten, amounting to a distance of 10 1-2 miles, which, being travelled at the rate of 6 miles per hour, and allowing only two-thirds of a minute for turning, hitching, &c. on each arrival at the top and bottom of the plane, will occupy two hours nearly. In case a locomotive engine of the power just mentioned were substituted for horses, the time required to ascend such a plane, (the load, &c. as before) with its entire train of carriages, would be as follows, viz.: time required for the engine to ascend unaccompanied by its load, 5 minutes—time required to draw its load upward, in proportions of 5 tons in 5 minutes each, 55 minutes, amounting to one hour, no allowance being made for detentions.

In case the same labor, (load, &c. as before) were to be performed by means of a stationary engine, or horses operating at the head of the plane by means of an endless chain or cable,—the power, or number of horses requisite to the conveyance of 50 tons (which is equal to the load of a locomotive engine, exclusively of itself and its tender,) will be that of 50 horses, and the time 5 minutes;—or, if the power be equal to that of 5 horses, the time will be 50 minutes, no allowance being made for detentions or extra friction.

It is manifest, that Tables III. and IV. have a direct allusion to the passage of inclined planes by means of locomotive engines. The mode of ascent just intimated is, that the engine first ascend the plane unattended by any part of its load, and become stationary at the summit, where its power is to be applied, by means of an endless chain located within the ascending rail track, and other appropriate gearing for the purpose of drawing up its load, either in portions or the whole at once, as may be deemed most expedient.

In column 3d of Table III. is represented the power, or stress, required to draw upward on planes of different inclinations a load of 55 tons. Hence, we may infer what ought to be the strength of a chain adequate to the traction of the whole or any portion of the load.

In the event of a single ascending rail track being inadequate to the conveyance of the whole amount of tonnage on the road, additional tracks may be constructed, as the occasion may require.

In regard to stationary engines, it is pretty certain that two will be required at the head of every inclined plane, in order to insure an uninterrupted traffic on the road. Their power, as adapted to the ascent of planes of different inclinations, is indicated by the number of horses in column 4th of Table IV. An estimate of their cost, and the expense attending them would require more data than I have at command.

A full investigation of the subject we have had under consideration would require far more time and attention than I have at my power to bestow. The foregoing remarks and statements, although they may not be entirely free from inaccuracies, are believed to be a near approximation to the truth, and are cheerfully submitted, with the hope that they may be of some service to the cause of the great work you have in prospect.

I have the honor to be, Sir, very respectfully, your most obedient servant,

S. H. LONG.

PHILIP E. THOMAS, Esq., Baltimore.

[From the Wilmington (Del.) Journal of Jan. 25.]

THE WILMINGTON AND SUSQUEHANNAH RAIL-ROAD.—The bill incorporating a company to construct a Rail-road from the Pennsylvania line, through this Borough to the Maryland state line in the direction of the Susquehanna, has passed the legislature and become a law. Believing that this undertaking, if carried into effect to the extent contemplated by its projectors, will prove eminently beneficial to the interests of our town and state, we may congratulate our fellow citizens upon the event. A law, it is generally known, passed the Legislature of Pennsylvania last winter, authorizing the construction of a Rail-road from Philadelphia through Delaware county to the line of this state in the direction of this Borough—the stock required for the construction of the road has been subscribed, the company organized and the route surveyed. The Wilmington and Susquehanna Rail-road is intended to unite with this road at the line of the two States to continue it to the S. W. line of this state, and to the Susquehanna river, if the consent of Maryland can be obtained. Proper measures to obtain this consent are in train, as will be seen by the proceedings of the town meeting last evening.

An appeal will immediately be made to the liberality and also to the interests of our sister states, on the subject of the improvements referred to in these proceedings. Knowing as we do the prompt attention which every similar application from Pennsylvania and Maryland has received from this state, we have good right to anticipate a favorable result to these applications.

RAIL-ROAD MEETING.—At a large and respectable meeting of the citizens of Wilmington, assembled at the Town Hall, on Monday evening, the 23d January, for the purpose of adopting measures to facilitate a Rail-road communication with the neighboring states of Pennsylvania and Maryland, Joseph G. Rowland, Esq. was called to the chair, and Wm. H. Naff appointed Secretary.

John Wales, Esq. addressed the meeting at considerable length, and concluded by submitting the following resolution, which was unanimously adopted:

Whereas, the legislature of this state has passed an act authorizing the construction of a Rail-road from this borough to the Pennsylvania state line in the direction of Downingtown; and an act authorizing the construction of another Rail-road to connect with the Philadelphia and Delaware County Rail-road at the line of the state of Pennsylvania, and pass through this borough to the line of the state of Maryland; and whereas it is necessary and desirable that the co-operation of the legislature and citizens of those states respectively should be obtained for the carrying on and completing of those improvements, therefore

Resolved, That a committee be now appointed to correspond with such persons in the states of Pennsylvania and Maryland as it may be advisable to consult with, and to employ all proper means to obtain the sanction of their respective legislatures to the laws necessary to carry into effect the objects of this meeting.

Resolved, That the following persons compose that committee, to wit: John Wales, Joseph G. Rowland, Nicholas G. Williamson, William P. Brobson, David C. Wilson, Richard H. Bayard and Benjamin Ferris.

Resolved, That these proceedings be published in the papers of this City.

Signed, J. G. ROWLAND, Ch'n.

W. H. NAFF, Sec'y.

RAIL-ROAD MEETING.—At a meeting of the citizens of Dunkirk, convened at the Dunkirk Hotel, on Tuesday evening, January 10, 1832, George A. French was called to the Chair, and J. Van Buren appointed Secretary. On motion of D. G. Garney, it was

Resolved, That we highly approve of the proceedings of a Convention lately held at Owego, recommending an application to the Legislature for a Rail-road from Lake Erie (commencing between the mouth of Cataraugus creek and the line of Pennsylvania,) running through the southern tier of counties to Owego, and from thence to the city of New York, on the best Rail-road route.

Resolved, That we will use our best endeavors to promote an object of such general importance to the people of this and the western States and Territories.

Resolved, That the proposed Rail-road from the city of New York through the southern tier of counties to Lake Erie, is a work of great magnitude, worthy of the present age; and when completed will

increase the commerce of the Lakes and be an indissoluble bond of interest and union between the East and the West.

Resolved, That among the many reasons why a Rail-road from the Hudson to Lake Erie should pass through the southern tier of counties, are the following:—

It will reach the Lake at a point where, generally, in the spring it is navigable from three to five weeks earlier than at the termination of the Erie Canal.—Goods and merchandise for the West, and the products of our inland seas, could find their place of destination long before the ice disappears at the harbor at Buffalo: by this means about six thousand tons of shipping will have employment, and property to the amount of nearly a million of dollars would reach owners, find a market, be offered for sale, or be placed in active operation.

This pathway will lead our neighbors, the Canadians, to New York for trade, and prevent a part of our own western produce from passing down the Welland canal to Montreal.

It would enable our western farmers of this state to dispose of their surplus produce—enjoying the same or equal advantages with the northwestern counties near the canal.

It would enhance the value of lands through and near where the road may pass—cause the soil to be cultivated, and the products of the country greatly increased. Several counties interior and on the line of the route would carry or send their staple articles of produce direct to the city of New York, and receive their merchandize, instead of Baltimore and Philadelphia; thereby increasing the trade and enriching New York—inducing our neighbors of western Pennsylvania, Ohio, and some parts of New Jersey, to share in the benefits of this great Rail-way.

It will have a strong tendency to divert western trade from Philadelphia, Baltimore and New Orleans, to the city of New York; furnishing the western country with a rapid, easy conveyance, and a ready market, and diminishing the probability of competition from other Rail-roads. It would be a strong and powerful link in a Rail-way to the Valley of the Mississippi, and finally to the Pacific Ocean.

It would be rendering justice to the people of the southwestern part of our state, and giving the middle section, between the Canal and Rail-way, a choice of market routes, at the same time enabling western New York, and the country still beyond, at all seasons, to pass rapidly and safely to the city of New York, the great emporium of riches, trade, and commerce of North America.

Lastly, it would be honorable to the enlightened policy of New York; presenting her on the roll of fame, among her sister states, in the highest niche of the most splendid monuments of internal improvements. It was then by the meeting further

Resolved, That the county of Chataque is interested in the proposed Rail-way, through the southern tier of counties, and it is recommended to our fellow citizens of the several towns in said county to call meetings to promote said object.

Resolved, That D. G. Garney, L. Farnham, A. Fink, W. Gifford, John Briggs, J. Barnaby, R. H. Hopkins, I. M. Capron, E. R. Thompson, M. W. Abell, William Mellen, be, and they are hereby appointed a committee of the Village to aid and assist in carrying into effect the object above contemplated.

Resolved, That the proceedings of this meeting be signed by the Chairman and Secretary, and published.

GEORGE A. FRENCH, Chair'n.

J. VAN BUREN, Sec'y.

[From the Chittanooga Herald of Jan. 17.]

RAIL-ROAD CONVENTION, AT DE RUYTER.—On the 10th day of Jan. 1832, delegates from the counties of Broome, Chenango, Cortland and Madison, met in convention at the house of T. C. Nye, in the village of De Ruyter, to concert measures to secure the extension of the Madison County Rail-road, from Cazenovia to the Susquehanna river, and to procure and present to the Board of Directors of the Rail-road company, information as to the facilities and inducements offered by the route through the valleys of De Ruyter and Otsego, for the construction of said road.—The Hon. John Miller of Truxton was called to the chair, and Charles H. S. Williams of Cazenovia, and Virgil Whitney of Binghamton, were chosen Secretaries.

On calling the delegates, the following gentlemen appeared, and reported their names:

Bingham—Virgil Whitney.
Lisle—George Wheeler, Graves Collins, Oliver Siles, Paul Havana.
Willist—James W. Mandeville, Stephen Adams, Aldius Bur, Lingame, Oliver Delavan, Caleb H. Burleson.

Cincinnati—Barak Niles, Charles Kingman, Glover Hart, Solomon Gruman, Alfred Cook, Moore W. Hurlburt, Samuel Roberts, jun.

Solon—John L. Boyd, Enos S. Hurlburt, Ezra Rockwell, Adna Warner, Charles Paster, William Strong.

Truxton—John Miller, Eleazar H. Sears, Lewis Sears.

West Linklen—Carey L. Beebe, Jacob Noutman, Orlando Jones, Samuel Pulford, Charles T. Fairchild, Levi Darling, Sollick Fairchild, Elijah Darling, Charles Shipman, Perry Burdick, Asahel Hurlburt, Daniel C. Burdick, Amos Baker, Thomas Congdon, Jr. Joshua Saunders, Joshua Davis, Alonzo Gatlin.

East Linklen—Samuel Plumb, Morrison Rollo, Zira Smith, Alonjah Munsey.

Pitcher—Stephen Pomeroy, Cyrus W. Avery, Daniel Fairchild, Abel Chandler, Theron Green.

De Ruyter—James Nye, Abraham Sutton, Le Baron Goodwin.

Woodstock—Isaac Morse, David Smith, Calvin B. Stowell, Stephen T. Collins, Allen Dryer.

Union Village—Joseph T. Card, Alvin Card, Barry Carter.

Georgetown—Samuel Hitchcock.

Cazenovia—Jonathan D. Ledyard, Chas. H. S. Williams, Nathaniel Williams, William J. Hough, Alvin Ford, Rensselaer Jackson, Simon C. Hitchcock, James E. Strong.

Besides the regular delegates, a large number of citizens of De Ruyter and its vicinity were present, making altogether a very numerous meeting.

The meeting was opened by Mr. W. K. Fuller, who commenced his remarks by stating that the relation in which he stood to that part of the community interested in the extension of road would not permit him to identify himself with the proceedings about to be had. He had been chosen one of the directors of the Rail-road Company. But as he and one of his colleagues, P. G. Childs, Esq. were present by particular request, for the sole purpose of imparting information in regard to the concerns of the company, he felt himself bound to comply with the wishes of the convention, so far as was consistent with his other duties. Mr. Fuller explained the causes which had delayed the opening of the books for subscription to the stock, and gave a brief account of the measures taken by the friends of the project, in pursuance of the provisions of the charter, up to the election of directors in December last. The Directors, (he said,) since their election, had met once: at that meeting it had been determined to pursue the most active and vigorous measures for the construction of that part of the road for which the stock had been taken up, as soon as the state of the ground and the weather would permit—and in furtherance of that determination, a resolution was passed, requiring the stockholders to pay to the Treasurer of the company \$1 on each of their shares, by the first Monday of April next. The subject of extending the road was discussed by the Directors at the same time, but owing to a want of the necessary information to enable them to judge of the most preferable route, nothing definitive on that point transpired. A resolution, however, was passed for extending the road according to the provisions of the charter, and receiving proposals for subscription to the stock for that purpose. Mr. F. concluded his remarks by reading a copy of the resolution as follows:

"Whereas, by the second section of the act incorporating this company, the privilege is given to extend the same southerly to any water communication between the Susquehanna river and the Erie canal—Therefore Resolved, That it is proper to avail ourselves of this provision in the charter, and that the board will adopt measures to extend the same, and receive proposals for subscription to the stock for that purpose."

On motion of Gen. Ledyard, a committee consisting of one from each town or village represented, was appointed, to draft and report resolutions expressive of the views of the convention.

The following gentlemen were appointed said committee, viz: Virgil Whitney, of Binghamton; George Wheeler, of Lisle; Stephen Adams, of Willet; Barak Niles, of Cincinnati; John L. Boyd, of Solon; Charles F. Fairchild, of West Linklen; Cyrus W. Avery, of Pitcher; Martin P. Sweet, of De Ruyter; Stephen P. Collins, of Woodstock; Joseph F. Card, of Union Village; Jonathan D. Ledyard, of Cazenovia; Samuel Hitchcock, of Georgetown; Samuel Plumb, of East Linklen.

The committee retired, and the Directors who were present, at the request of some members of the convention, submitted sundry estimates and statements of the probable expense of the road; the income that might reasonably be expected from it, and its benefits to the country through which it is to pass—and also various plans and views of Rail-roads, and other valuable information as to the structure and use of this species of internal communication.

The committee came in and reported the following Resolutions:

Resolved, That we deem the construction of a Rail-road from Chittenango by the way of Cazenovia, through the valleys of De Ruyter and the Otsego to

Binghamton, of primary importance to the inhabitants of the counties of Madison, Chenango, Cortland and Broome.

Resolved, That this meeting will use their best efforts to procure a survey of the route named in the preceding resolution, and to procure subscriptions for the stock, in case it should be practicable to construct said road.

Resolved, That we know of no route for a Rail-road that offers so many inducements for the investment of capital as the one proposed by this meeting.

Resolved, That a committee of three be appointed from each of the towns represented in this meeting, to elicit such information as may be in their power, in relation to the practicability of the construction of said road, and the probable amount of revenue that might accrue to the company, and present the result of their investigation to the directors of the company.

Resolved, That it be recommended to the inhabitants living on any practicable route, (between Cazenovia and Binghamton,) to ascertain any advantages which said route may possess: and also, what subscriptions for stock, and other facilities, may be obtained thereon, and lay the same before the Directors of the road for their information.

Upon the question of agreeing with the report of the committee, an animated debate ensued, in which Messrs. Plumb, Sherwood, Sweet, Ledyard, Niles, and the chairman engaged. It was contended on one side, that the three first resolutions ought to be sticken out, because of the preference given to the De Ruyter and Otsego route—and on the other that the convention had assembled for the purpose of expressing an opinion as to that particular route, and it was therefore proper that the sense of the meeting should be ascertained and expressed in relation thereto. Besides no injury could possibly result from so doing, inasmuch as the last resolution reported by the committee, invited a simultaneous examination of all the routes; and as the selection of the route must ultimately devolve upon the directors of the company, it was not to be feared that they would adopt any other route than such as upon actual survey and examination should be found to be the most advantageous.

The resolutions were agreed to without a dissenting voice.

In pursuance of one of the above resolutions, the following committees were appointed, to collect and report to the Rail-road corresponding committee, all the information within their power.

Binghamton—David C. Case, Myron Merrill, Samuel Smith, Lisle—George Wheeler, Thomas Whitney, Oliver Stiles, Willet—Oliver Delavan, Stephen Adams, Alidius Burlington.

Cincinnati—Barak Niles, John Osgood, Charles Kingman, Solon—John L. Boyd, Enos S. Hurlburt, Ezra Rockwell, Jr. Pitcher—Abel Chandler, Cyrus W. Avery, Elmer Wakeley, West Linklen—Carey L. Beebe, Charles F. Fairchild, Perry Burdick.

De Ruyter—Le Barron Goodwin, Abraham Sutton, James Nye.

Cazenovia—Stephen P. Collins, Isaac Morse, Joseph T. Card.

Pharsalia—Myrtaleu Waldron, John Gladden, Hendrick Crane.

East Linklen—Samuel Plumb, Daniel Root, David Smith.

Osego—J. thro Hatch, Luther Bowen, William Cooley.

Georgetown—John Brown, Ira B. Howard, Samuel Hitchcock.

Nelson—Eri Richardson, Timothy G. Chitsey, Oliver Pool.

On motion of Judge Niles,

Resolved, That a committee of five be appointed to receive the reports of the committees in the several towns, and lay such information as they may furnish before the board of Directors of the Madison County Rail-road Company, and if they shall think it expedient to call another meeting, and fix the time and place thereof. Said committee to be called the "Rail-road Corresponding Committee."

Barak Niles of Cincinnati, J. D. Ledyard, William Burton and Rensselaer Jackson of Cazenovia, and Abraham Sutton of De Ruyter, were appointed to constitute said committee.

On motion of Mr. Avery, of Pitcher,

Resolved, That the proceedings of this convention be signed by the chairman and secretaries, and published in the newspapers between Chittenango and Binghamton inclusive.

Chs. H. S. Williams, } Secs.
Cyrus W. Avery, }

We give the proceedings of a meeting held at Dunkirk, in favor of the contemplated Rail-road from Lake Erie to New York; and of another held at De Ruyter, in favor of a Rail-road from the Erie Canal, at Chittenango, to intersect the other at Binghamton. This is as it should be; and we hope soon to see other north and south roads under consideration.

The following paragraph is taken from the Erie, Pa. Gazette of Jan 12th.

"We have received the first number of the "Rail Road Journal," published at New York, by D. K. Minor, the principal object of which is to diffuse a more general knowledge of the mode of internal communication by Rail-roads together with its advantages. It is the opinion of the publisher that Rail-roads are far superior to canals, and must in a few years entirely supersede them. The correctness of this opinion we would set down as doubtful, and refer our readers to the late report of the canal commissioners of Pennsylvania, in which the question is succinctly discussed, and the superiority of canals, apparently, proved.

It will be seen that the correctness of an opinion expressed in the first number of this Journal, that "Rail-roads would in a few years, especially where new works are to be constructed, take precedence of Canals," is "set down as doubtful;" and the Report of the Canal Commissioners of Pennsylvania is referred to, where it is said, "the question is succinctly discussed, and the superiority of Canals apparently proved."

We have not examined the report of the Canal Commissioners, but presume the annexed extract from it, which we take from the Pittsburgh Gazette, is that to which the Editor refers, as showing the incorrectness of our opinion upon the subject.

The Report is undoubtedly entitled to great respect—but it neither convinces us of the correctness of the conclusions of the commissioners, nor of the fallacy of our own opinions.

"While the board avow themselves favorable to Rail-roads where it is impracticable to construct canals, or under some peculiar circumstances, yet they cannot forbear expressing their opinion, that the advocates of Rail-roads generally, have greatly overrated their comparative value. To counteract the wild speculations of visionary men, and to allay the honest fears and prejudices of many of our citizens, who have been induced to believe that Rail-roads are better than canals, and consequently that, for the last six years, the efforts of our state to achieve a mighty improvement have been misdirected, the canal commissioners deem it to be their duty to advert to a few facts which will exhibit the comparative value of the two modes of improvement for the purpose of carrying heavy articles cheaply to market, in a distinct point of view.

Flour is now carried by the canals to Philadelphia from Lewistown, 211 miles, for 62 1-2 cents, and from Harrisburgh, 150 miles for 40 cents a barrel; gypsum is taken back for three dollars a ton to Harrisburgh, and five dollars a ton to Lewistown, therefore the freight (exclusively of tolls) is downwards 14 1-2 mills per ton per mile, and returning, 7 mills per ton per mile; or on an average both ways, one cent and three fourths of a mill per ton per mile, for carriage.

On 9 miles of Rail-road at Mauch Chunk, and on ten miles of Rail-road between Tuscarora and Port Carbon, the carriage of coal costs 4 cents, and the toll on the latter road is a cent and a half per ton, per mile.

The comparison will then stand thus:

On ten miles of Rail-road between Tuscarora and Port Carbon:

Freight per ton 40

Toll on coal per ton 15

On ten miles of the Pennsylvania Canal:

Freight per ton 104

Toll on coal at half a cent per ton per mile, 6

Being 39 1-4 cents difference in favor of the state canal on each ton for every ten miles of transportation.

The following table will exhibit the relative useful effects of horse power when employed on common roads, on turnpike roads, on Rail-roads, and on canals.

Four horses will draw, in addition to the weight of the carriage or boats containing the load:

On a common road, in a wagon, 1 Ton. 12 Miles.

On a turnpike road not exceeding 5 degrees of inclination, in a wagon, 14 " 18 "

On a Rail-road, having a rise and fall of 30 feet, (or one-third of a degree) to the mile in 8 cars, 100 " 27 "

On the Pa. Canal, in 2 boats, 100 " 34 "

The introduction of locomotive engines and Wainman's cars upon Rail-roads, where they can be used

to advantage, will diminish the difference between canals and Rail-roads in the expense of transportation. But the board believe that, notwithstanding all the improvements which have been made in Rail-roads and locomotives, it will be found that canals are from two, to two and a half times better than Rail-roads for the purposes required of them by Pennsylvania.

The board have been thus explicit, with a view to vindicate the sound policy of the commonwealth in the construction of her canals; yet they again repeat that their remarks flow from no hostility to Rail-roads, for next to canals, they are the best means that have been devised to cheapen transportation. They are valuable in many situations, and particularly along courses of great thoroughfare, which will bear the expenses of their construction. They can be made to carry the United States' mails and passengers, and also light valuable goods, where time is of more importance than cost of transportation."

In the above table showing the comparatively useful effects of horse power, when differently applied, there is evidently an error; and so great, that we are induced to place it to the account of the printer. It is there stated, that four horses will draw, in addition to the carriage containing the load, on a common road, in a wagon, one ton twelve miles per day; and on a turnpike, not exceeding five degrees of inclination, in a wagon, one ton and a half eighteen miles per day.

Is not this greatly underrating the value of horse power? It is believed to be at least one hundred per cent. below the average. "The big teams," as they used to be termed on the New York turnpikes, before the Erie canal was constructed, averaged more than three tons eighteen miles per day, to four horses; and we have little doubt that those of Pennsylvania do so now; but, that it may not rest wholly upon our statement, (which, by the by, is made from personal observation,) we give the following extract from "Tredgold upon Rail-roads," which may be taken for at least as good authority as this report.—He says—"On a turnpike road the greatest useful effect will not average more than three-fourths of a ton, drawn eighteen miles by one horse in a day," which, according to the usual mode of calculation, will give to four horses three instead of one and a half tons.

The commissioners also put down sixteen tons twenty-seven miles per day, as a load for four horses on a Rail-road, with a rise and fall of 30 feet to the mile; and one hundred tons in two boats, on a Pennsylvania canal, twenty-four miles per day.—This would give to each horse, on a Rail-road, four and on a Canal twenty-five tons, exclusive of carriages and boats, containing the load. Now let us see what others estimate to be the performance of these modes of transportation. Tredgold says that,

"The velocity which corresponds to the maximum of useful effect, is half the extreme velocity of a horse when unloaded. The extreme velocity of a good horse, unloaded, is not more than six miles per hour, when continued for six hours; and, therefore, three miles per hour must be the velocity corresponding to the maximum effect, when the time of labor is six hours."

Assuming, three miles per hour, as the velocity—which may be considered reasonable—let us see what are the relative results.

Colonel Long, whose able and interesting letter upon the subject we give on another page, estimates the day's work of a horse, at three miles per hour 6 2/3 hours or 20 miles, with a load of 13 1/3 tons on a canal, and 9 86-100 tons on a Rail-road, which gives to Canals about twenty-five per cent. the advantage, for eight months, or the period they are navigable, which makes them for the year about equal to Rail-roads—where a velocity of three miles per hour only is required; but if four miles an hour is desirable, the advantage of a Rail-road over a Canal is as 9 3/4 to 7 1/2 tons, or more than twenty-five per cent., to which is to be added the value of the use of Rail-roads during the four months that Ca-

nals are closed; which will be at least twenty-five per cent more, or equal to fifty per cent, in favor of Rail-roads, where horse power only is used. This must not, however, be understood as the real difference in their relative advantages. The two modes of transportation must be compared. If a canal has its advantages at the velocity of two or two and a half miles per hour, with eighty or ninety tons, a Rail-road has its advantages also, in being able to use steam engines, which move at the rate of eight, ten, and even fifteen miles an hour with forty-five or fifty tons. And locomotive power, it will be seen in table 2d of Col. Long's letter, is as much superior on a Rail-road to horse power, as it is believed Rail-roads, as a general mode of transportation, are superior to Canals. It is there shown that a locomotive engine of five horse power will transport, at a velocity of four miles per hour, 48 3/4 tons ninety-six miles in twenty-four hours, whilst twenty-four horses would be required to perform, in the same time, the same service: allowing to each horse five hours as the estimated amount of labor.

Thus far we have referred only to the velocities which may, without much inconvenience, be attained on canals; and even at those velocities, it must be evident, we think, to every unprejudiced person, that Rail-roads are far preferable; but we will now show the immense superiority of Rail-roads, when a more rapid movement is desirable, or at ten miles an hour, and it will give results far more favorable than is generally supposed.

As the resistance on Rail-roads is not, as on canals, as the square of the velocity with which it moves, and consequently the load is not inversely as the square of the velocity; and but very little less at ten than at four or even two miles per hour, as will be seen by reference to table No. 2. in Col. Long's letter, it follows that the advantages of Rail-roads and locomotive power, over Canals and horse power, are at least in proportion to the velocity desired. A locomotive engine, of five horse power will perform as much labor in twenty-four hours, at ten miles per hour, as sixty horses. It would transport forty-five and a half tons two hundred and forty miles, (this, however, is without deducting any thing for stops,) and at an expense very little increased beyond the expense of four or five miles per hour. Thus, it will be seen at once, that important results may be produced on Rail-roads at a very moderate expense, and we think it will be conceded, at no very distant day, if it is not now, that Rail-roads, instead of Canals, "are from two to two and a half times better for all purposes of internal communication," than any other mode now in use.

We give the following extracts, the first from a letter written by a gentleman of much experience in such matters, and the other from "Tredgold's Treatise upon Rail-ways," to show that, if "the correctness of our opinions is to be set down as doubtful," we are not alone in the expression of them:—

As Rail-roads are the order of the day, the opinion of one so able to give an opinion on such a subject as Caspar W. Weaver, formerly the Superintendent of the National Road, at this time Superintendent of Graduation and Masonry on the Baltimore and Ohio Rail-road, will prove interesting. Mr. Weaver, in a letter dated Ellicott's Mills, 15th Dec. 1829, says: "Of all the systems of intercommunication yet devised, I am most decidedly convinced Rail-roads are the most advantageous in every point of view. They, as it were, destroy distance; they can be used at all seasons of the year; they cost not more than half as much as Canals, on the same ground; they occupy much less ground; they do not interfere with the cross communications of the country; they do not destroy water rights; they cost less in repair, and are not as liable to casualties; and they do not contribute to the unhealthiness of the country through which they pass."—[Springfield (Ohio) Pioneer.]

In either case, (i. e. of Locomotive or Stationary Engines,) when the tonnage is about 800 tons per day, the total expense of tolls, carriages, and moving power, is less than 1 penny per ton per mile, which is less than the tolls alone of a canal for the same trade, when the profits to the adventurers are the same in both cases. And unless it be in districts extremely favorable for the construction of a canal at a small expense, the Rail-road will be the cheaper mode of conveyance whenever the daily tonnage is less than about 15 or 1600 tons.

But, when it is recollected that on a Rail-road goods may be propelled with more than twice the velocity than can be obtained on a canal, and without increasing the expense of conveyance, we think it must rarely be considered advisable to cut a canal, in preference to making a Rail-road. And if similar modes of computation had been applied to canals, the instances of unprofitable and losing speculations would have been less frequent.

RAIL-ROAD THROUGH LONG ISLAND.—A meeting is in progress of delegates from the various towns of Long Island, to meet at Smithtown, Suffolk county, to take measures for the construction of a Rail-road from Brooklyn to the east end of Long Island.

It is highly gratifying to find, that the spirit for improving the internal communication of our country is aroused. Meetings are held in every direction, the south, and east, as well as north and west; and, although some doubtful projects may be undertaken, much benefit will result from them.

We consider ourselves fortunate in being able to give, in this number of the Journal, the interesting letter of Colonel Long. It is precisely what is wanted, and it cannot be too extensively circulated. It was first published, we believe, in the *American Farmer*, but we found it in the *Rail-road Advocate*, published at Rogersville, in Tennessee.

We again express our thanks to the gentlemen who have so promptly and liberally supplied us with information and documents referring to some of the most important Rail-roads now constructing. It would also afford us pleasure, to note the progress and condition of the numerous Canals in our country. Will any of our friends furnish us with the necessary information?

RAIL-ROADS IN WINTER.—We are frequently asked the question whether Rail-roads can be used in the winter months, and particularly during the existence of snows. The Baltimore and Ohio Rail-road was continued in operation last winter, notwithstanding a fall of snow two feet in depth; and we understand the progress of carriages has not been impeded during the present season. Indeed without the aid furnished by this road, the price of fuel in Baltimore, owing to the early and unexpected close of the water communication, must have been greatly increased, and the sufferings of the poor augmented.

Though the carriages for passengers were taken off the Mohawk and Hudson Road the first of the present month, for the purpose of conveying thereon materials for the second track, still the snow has not prevented the running of carriages or freight waggons for a single day. By a very simple construction, something in the form of the ordinary drag used by farmers, a horse is enabled to clear the rails of snow at a speed nearly corresponding with that adopted in conveying passengers by horse power. Wherever the snow is blown into deep drifts, as will sometimes happen on the Mohawk and Hudson as well as on the Saratoga Roads, it is not improbable that a temporary suspension of business may ensue; but with this exception, we have no doubt that both Roads may be kept in active operation during the year.

The winter thus far has been highly favorable for grading most of the sections of the Saratoga Road not completed in the fall, and for the delivery of materials for its construction. All the stone and timber, excepting the rails, will be delivered on the whole line by the 1st of April; and the latter, it is believed, will be obtained sufficiently early not to impede the progress of the work or to prevent its completion so far as to commence the transportation of passengers early in July.—[Saratoga Sentinel.]

An old Cotton Spinner and Trifles.—Some years since, the present Sir Richard Arkwright purchased the Hampton Court estate, near London, for which he gave £370,000, equal to \$1,644,444.94. The conditions were, to pay £100,000 down, and the residue to be on credit. As nothing was said at the sale relative to an endorser for the balance, but an endorser was required, Sir Richard replied, that was not mentioned at the sale, and gravely observed to the gentleman who sold the estate, he presumed he understood casting interest, and if he would deduct it, he would pay the whole, which was agreed to. A few months after, some of the gentlemen's servants called at the seat, in order to take away some fixed lamps, &c. which Sir Richard considered included in the sale; he objected to the article being taken away—the servants observed they were trifles—Sir Richard replied, "You go and tell your master, that in consequence of his not attending to trifles, he has been obliged to sell his estate, and by taking care of trifles, I am obliged to buy his estate, and pay for it."—[Pawtucket Chron.]

NEW-YORK AMERICAN.

JANUARY 26, 30, 31, FEBRUARY 1, 2, 3—1832.

LITERARY NOTICES.

THE AMERICAN JOURNAL OF SCIENCE AND ARTS, by Benj. Silliman. Vol. XXI. No. 2. New-Haven.—This number contains, in addition to its usual quantum of scientific papers, a Memoir of the Life of *Eli Whitney*, the inventor of the Cotton-Gin, which is full of interest and instruction;—of interest, in following the calm, indomitable spirit, which, conscious of its own powers and worth, would not be discouraged by any adverse circumstances, heaped up as they were in the career of Whitney;—and of instruction, in the caution, sagacity, and practical good sense which controlled the operations of a mind, ingenious and inventive to a rare degree indeed. That he triumphed over fortune and injustice in the end, is, truly, some consolation to those who know with what ingratitude and wrong his great invention was visited by all those states, (al-ways excepting honest North-Carolina) whose staple and whose lands it trebled in value; but it is melancholy to reflect, that many of the best years of his life were wasted in, and that the disease which prematurely closed it, was probably induced by, protracted, wearying, and expensive attempts to defend his right and property in his own invention. It is probably impossible more strongly to illustrate the nature and extent of the difficulties which, on that head, he had to contend with, than by the following extract from a letter of his to a kindred genius, Robert Fulton. After enlarging upon the constant violation of his patent right in Georgia, and the interest the planter had to resist his claims, Mr. Whitney adds, "At one time, few men in Georgia dared to come into Court, and testify to the most simple facts within their knowledge relative to the use of the machine. In one instance, I had great difficulty in proving that the machine had been used in Georgia, although at the moment, there were then three separate sets of this machinery in motion, within fifty yards of the building in which the court sat, and so near that the rattling of the wheels was distinctly heard from the steps of the Court House."

We commend this memoir of Mr. Whitney to the perusal of all young aspirants, that they may learn lessons both of wisdom, and perseverance under misfortune. The annexed letter from Mr. Miller, the associate of Mr. Whitney, and who seems to have shared his zeal and fortitude, was written upon hearing from Mr. Whitney, that, during a temporary absence, the workshop which after great difficulties he had been able to erect, for the construction of his machines, together with tools, papers and every thing else, was burnt to the ground. It may be of service to other ardent young men, when beset by misfortune, to read the extract:

"I think with you, (says Mr. M.) that we ought

to meet such events with equanimity. We have been pursuing a valuable object by honorable means; and I trust that all our measures have been such as reason and virtue must justify. It has pleased Providence to postpone the attainment of this object. In the midst of the reflections which your story has suggested, and with feelings keenly awake to the heavy, the extensive injury we have sustained, I feel a secret joy and satisfaction, that you possess a mind in this respect similar to my own—that you are not disheartened—that you do not relinquish the pursuit—and that you will persevere and endeavor at all events, to attain the main object. This is exactly consonant to my own determinations. I will devote all my time, all my thoughts, all my exertions and all the money I can borrow, to encompass and complete the business we have undertaken; and if fortune should by any future disaster, deny us the boon we ask, we will at least deserve it. It shall never be said that we have lost an object which a little perseverance could have attained. I think indeed it will be very extraordinary, if two young men in the prime of life, with some share of ingenuity, with a little knowledge of the world, a great deal of industry, and a considerable command of property, should not be able to sustain such a stroke of misfortune as this, heavy as it is."

QUESTIONS AND NOTES ON GENESIS, by Geo. Bush, 1 Vol. 12mo. 467 pp. John P. Haven, New York.

This volume, well printed and very full of matter, is from the pen of the Author of the Life of Mohammed, published in the Family Library, by the Harpeas. That book, on its appearance, was spoken of with commendation in these columns, and we think the elaborate research which it evinced has been still more abundantly manifested in the volume before us. The object of this publication is by recurring to the original language of the old testament, and to the various versions of it in different languages, as well as to all other historical memorials concerning it, to fix and elucidate the precise tenor and meaning of each book, and of each word indeed. It is far beyond us to decide whether this object be or not attained, but that it has been aimed at with honest purpose and with great industry and research all who look into these pages will be ready to agree. We have not had the volume in our possession long enough to examine it throughout, but presume that from the single extract we have room for, concerning Nimrod, our readers will be able to appreciate both the aim of the work and the ability with which it is executed.

What is to be understood by his being 'a mighty hunter before the Lord'?

Mighty hunter. Heb. 'mighty of hunting.'—Before the Lord; i. e. high-handedly, presumptuously; an expression which would scarcely have been used were nothing more intended than that Nimrod was a courageous hunter of wild beasts. The original term for 'hunting' is used elsewhere, not so much in reference to the pursuit of game in the forest, as to a violent invasion of the persons and rights of men. Thus, 1 Sam. 24. 12, 'Thou huntest my soul (i. e. my life) to take it.' Lam. 3. 15, 'Mine enemies chased (Heb. 'hunted') me sore.' Jer. 16. 16, 'I will send for many hunters, and they shall hunt them from every mountain.' This usage affords us a clue to Nimrod's true character. It was doubtless the original design of the Most High that the earth should be settled in small colonies, tribes, or communities, under the patriarchal form of government, Deut. 32. 8, and Nimrod's sin consisted in boldly contravening the Divine counsel in this respect, and in laying the foundation, by means of 'rapine violence, and usurpation, of that species of dominion ever since distinguished by the name of 'kingdoms, empires, monarchies, &c., by which the great mass of mankind have been in fact doomed to ignorance, and held in degrading servitude. This 'mighty hunter' therefore stands branded on the sacred page as the original post-diluvian founder of despotic governments; which have been in all ages the principal barriers to the spread of true religion, and to the highest welfare of the human race. For this reason, 'Babylon' the name of the seat of his kingdom, has come to be employed in the Scriptures as a typical or symbolical designation of every system of oppressive government, whether civil or ecclesiastical, which stands opposed to the prevalence of the free and benign institutions of the Gospel, the spirit and genius of which is utterly at variance with every species of vassalage. When we learn, therefore, from the prophetic oracles, that 'Babylon the great' is to be destroyed before the complete establishment of the kingdom of Christ on earth; we are virtually taught that the entire fabric of civil and spiritual oppression is to be demolished, that all vestiges of the organized despotic rule which commenced under Nimrod on the plains of Shinar are to be forever done away.

species of vassalage. When we learn, therefore, from the prophetic oracles, that 'Babylon the great' is to be destroyed before the complete establishment of the kingdom of Christ on earth; we are virtually taught that the entire fabric of civil and spiritual oppression is to be demolished, that all vestiges of the organized despotic rule which commenced under Nimrod on the plains of Shinar are to be forever done away.

THE SMUGGLER, 2 Vols. Harper's.—In interest and originality, this is beyond the ordinary run of Novels. The old fashion of keeping up a mystery till the end of the story, which Mr. Cooper has so affectionately adopted in his writings, is successfully followed by the author of the Smuggler, and his plot is not easily fathomed until you approach the end of the book. His scenes and characters are most of them out of the beaten track of Fiction, and his own reflections upon them, relish of a mind that has not been emasculated by devoting its powers to illustrating the vapidity of Almack's and Regent's Park. The excited and precarious state of affairs in England already calls for a change of character in its lighter literature, and now that the general materials of society begin to awaken that interest which a very small portion of them have hitherto monopolized from the novel reader, we should not be surprised if an entire new style of fiction should come into vogue and supersede both the historical novel and the fiddle faddle of the Morning Post which the force of talent has made so entertaining when transfused into the fashionable novel. The Germans have long had their political as well as metaphysical novels. Mr. Cooper has disserted upon the science of government in the Bravo, and political economy, we may be certain will soon convey its lessons through a similar medium: in fact, that subject is more than once coquetted with, in speaking of the British revenue and parish laws, in the work before us. It will then be necessary to look for a new class of Heroes; when the Hampdens, the Russells, and the Sydneys, may receive that meed from the hand of Genius, which, by clothing their names in the bright hues of fancy, will make them more familiarly known, and more warmly honored, than when recommended alone by the cold pen of the historian. But alas! who will ever do for the Puritan and the Republican, for zealous Patriotism, and real, though fanatic piety, what Scott has done for the Jacobite upholders of an imbecile and profligate dynasty? What gifted hand will ever break up the repulsive associations with which through the agency of his works, we regard the starched opponents of the dashing Cavaliers, the churlish foes of the princely Claverhouse? Gallant as Dundee, and not so cold-blooded, in their cruelty,—fighting in a better cause, yet so represented by a magic pen, as to be less easily sympathized with: who will ever, like Scott, illustrate glowingly the force of love to one's native soil as he has devotion to a fugitive prince, the ennobling principle of fidelity to a cause, as he has the engaging sentiment of fealty to a leader? Who, in fine, will ever wind truth as he has fiction around the heart, through the medium of the imagination? We fear none in our day. It takes a thousand years to produce a Homer. But the thing will soon be tried, and he who can find the fairy tissue of romance over the sober characters of history as Scott has over the more shining, and who can graft sound political principles upon the affections of the young, through their fancy, as he has those which are questionable, will do more enduring good for the cause of freedom, than all the argumentative essayists that ever advocated the rights of men. "Give me to write the ballads of nations," said a keen observer of human character who would mould their prejudices; to novel-writing, in its present popularity and pervading influence, among the young, the remark holds equally good. Now, should this last observation prompt the pro-

duction of an "American System" novel that may endanger the hopes of the Free Trade people, we do not hold ourselves responsible to that intelligent class of our readers to kill it in this Weekly Review the moment it sees the light; for we doubt not that the shelves of circulating libraries will at no distant time be filled with romances, which, like Goldsmith's "Deserted Village," will have a more serious object in their composition than wiling away an hour with a pleasing fiction. An "Internal Improvement" or a "Common School" novel, how easy it would be to contrive the plot of one! The first to be entitled "The adventures of an Engineer," and the second, anything that would take. As for the material, for an "Anti-apportionment of Public Lands" novel for instance, you could open with the soliloquy of a squatter upon a Western prairie by moonlight, the long grass waving in the breeze and shining like a summer sea beneath the silver beams of the planet. You can make the settler-at-nought of title-deeds determine upon reflection to go to Congress; you can send him thither and let him make a speech. During the month or two that it will take some friend to write it out for him, you can engage him in a love affair; you may stick in a duel, an essay on cosmetics, and a chapter upon the composition of Champagne punch; and then having expended all your arguments in the speech of your hero, and discussed whatever else you have to say in dinner-table dialogue, you may, in sending him home, either draw him in the Mississippi, or save him, as is the wont of a popular novelist, for another work. The story before us, by the bye, might well be called "an Anti-Tariff Tale," as it occasionally treats revenue laws at some length, and that with very little economy. We have already spoken generally of its merits, and have but little to add in the way of criticism, except that while the course in which the incidents succeed each other keeps the reader's interest awake, the manner in which they depend upon each other is improbable, and that the story, unnecessarily protracted in some places, falls off at the end, and, though told in general with unflagging spirit, is but feebly brought to a conclusion. Yet with all these marks of haste, there is much ingenuity in the construction of the tale, and some scenes are wrought up with almost thrilling pathos. The character of the hero is strongly conceived, and vigorously executed, and it stands well relieved by the various portraits around him. It is contrary to our principles to give the reader an insight into the story, and we therefore make no extracts which may give him a clue to it. In the first of the passages quoted below, we were struck with the strange and somewhat original train of ideas which are struck out from the breast of a half-frantic father, by the sight of a dead infant, when cheated of his paternal hopes by its untimely birth. The second quotation describes well the unhappy and enduring effect of a single degradation, upon a haughty spirit, as influencing alike its public and private views of things. Both passages, though, as thus detached, the style may seem extravagant, are powerfully written.

The still-born infant—my infant, and mine at twenty years of age, lay on my knees, while one of its mother's hands were clasped in one of its father's. I had drawn a deal table close to me, and put the ruelight upon it, so that all the rays the wretched taper could lend fell upon the baby's face. Hours had passed. I had no more tears to shed; or, more truly, they could not come; the heavy pain of unexhausted anguish stuck in my breast and throat; and thus I gazed and gazed upon my child, until it was a strange and some may think an unfeeling fancy—until—at last expressing a long though fitful reverie—I demanded of myself, why should I mourn for this little creature? Let me mourn for the dead alone—its mother here at my side—but not for it, the unborn, eye, unborn, although delivered of the womb—the unbreathed, the little spirit which has never been of this world, and hardly ever ab-

stracted from a higher one. And then, Graves, I felt deep awe fall upon me, arresting for a time even my anguish—deep awe, uncertainty, mystery.—No, it was not death, though so like it. Death comes when life goes; life lived in this life. But the beautiful little out-turned lips I looked on had never moved or fluttered with an earthly breath; the little silken eyelids had never been upraised to admit a ray of our sun's light; the little unseen, unknown eyes they curtailed had never beheld an earthly object, the little ears heard an earthly sound, the little limbs felt an earthly touch. I held not upon my knees the mortal relics of a human being. And what held I then? The machine prepared for the reception, and impulses, and powers of that being; or, half-prepared, and now re-ordained, never, in this life at least, never to be used, never acted upon. Or, in my passing view, did I gaze on anything more real, with regard to breathing existence, than might be a sculptor's marble copy of these limbs and features? Yes! and I trembled. Yes! for that would be a copy. And a copy of what master hand! and marble—and here on my knee was another material! And I should not think of surface merely, but of the wondrous structure, through its length and depth, through and through, of that material! I felt my breath come short. The nerves and blood now thrilled along my head at the thought of touching, fresh from God's formation, a receptacle, an habitation for mortal life, which had not yet, and never could be, endowed with that life. To nurse the corpse of my infant, my dead infant, would not have been strange, however agonizing,—strange to as a man, a living man; but to nurse this little—WHAT? Oh! again and again I said to myself, "Yes, there, upon the face, so still, so unused, and yet so wise and powerful"—(Graves, sagacious and power were awfully conveyed by the baby's features)—"there is the expression of flesh and blood, and bone and muscle, prepared for the action upon them of a spirit of good and greatness, but of flesh and blood, and bone and muscle which yet have not received that action?"

Well, Graves, what has this made me? you have seen what, so far as regards my intercourse with the world and my friends; therefore I need not answer: but I suppose your "something or other" is now explained. But within? Desolate, Graves, desolate and fear-stricken; and yet evil and savage, too.—How am I to make you understand? I apprehend 'tis not in my power to do so; but I will give you one abiding thought or sensation of my bosom, apart from its mere griefs. I never lay down my head to sleep at night, I never awake in the morning, without being conscious of a stifled but dense rage against man. Unceasingly I whisper when I am alone, "neither she nor I had mercy at their hands!" And then this prepossession takes many shapes at different times, some of them doubtless (though I had rather say perhaps) unjust and visionary. For example, I occasionally feel the dislike of the poor man against the rich, so common, as I have assured you, throughout England at present, although indulged by persons more absolutely inferior in society than I am. I believe that one occurrence of tyranny towards me in Northumberland, where I was a stranger and penniless, inspires, and ever must inspire the morbid feeling. Alas, Graves, a source of humiliation and degradation which I can never vent in revenge—pardon me the world, in self-assertion—has its influence upon me. And could the fretting and irritation of my previous life, on account of the disappointment and wrongs of my father, I may add myself, have prepared me for being so affected by the outrage? Another impression has been directly made, which I cannot help permitting to sink deep. You know it from our conversations together; and you have seen it in the form of a mere reasoning theory, though now I fear you will suspect it of personal prejudice. You may be wrong, however. It is not because a man's observation of public injustice is first aroused by his individual experience of it, that he is unfitted to become its denouncer on broad and general grounds.—Therefore, even with the knowledge you have of me, I again tell you that I consider our present state of parish laws a curse to our country, and before you again appear as their advocate you must live more out of London. And it is not merely to the instance of their administration which affects myself, but to their whole influence and working that I now address my denouncement. I will not "utterly overpower you" by renewing here my doubts of the wisdom, the justice, or the mercy of other laws made by the rich against the poor; but I must say that I would not arm a gang of ruffians

game-preservers against a gang of hungry or needy, or even ruffian (for the word involves its own argument) poachers, for all the pheasants that ever flew, and all the hares that ever ran; no, nor arm a cutter, nor a crew of men-of-war's men against a smuggling lugger for the purpose of paying annually (if it were possible by such means) the whole thirty-something millions of interest of the national debt. And now, Graves, do not accuse me of a mistake; the revenue laws are not levelled against the poor exclusively: I know that very well; and yet I denounce them too, as deeply pernicious to the morals and the happiness of England.

FARMERS AND GRAZIER'S GUIDE, is the name of a manual for those engaged in that branch of farming which comes under the head of live stock. It gives directions for the choice and management of neat cattle and sheep; the proper treatment of calves and lambs; observations on the comparative value of the various breeds, and the diseases to which they are subject; with hints to dairy-men and suggestions for management of milch cows, with other information of a similar kind. The work, is to be had of the Messrs. Carvill, Broadway, is published by Carey & Hart of Philadelphia, and written, by B. Lawrence.

TOXICOLOGIA, or a Treatise on Internal Poisons, in relation to Medical Jurisprudence, Physiology, and the practice of Physic; by W. F. Lowrie, M. D.; Stodart, Courtlandt st.—Dr. Lowrie has here compiled a volume upon a very important subject, and his publication must be highly acceptable to the medical and legal practitioner. The work, from which we shall take another opportunity of giving some extracts with remarks, has the approving certificates of the first professional men in the country.

FOREIGN INTELLIGENCE.

LATER FROM LIVERPOOL.—We have, by the way of Charleston, London dates to the 1st December, and Liverpool to the 2d, being from the latter port six and from the former two days later than before received.

The vessel bringing these papers, the British ship *George Wilkinson*, did not sail from Liverpool till 10th Dec., but has nothing later than the 2d.

We extract from the *Charleston Eve. Post* of 21st instant.

The cholera appears to have assumed a more serious aspect at Sunderland, to which it is as yet confined.

The Brussels papers of the 29th state, that exaggerated reports of the troubles at Lyons had given great uneasiness to the Belgians, who feared for the permanency of the French Government. They feared another invasion from Holland, and attributed the obstinacy of the Dutch King to the secret influence of Russia. The *Morning Herald* presumes their suspicions unfounded. The military of Belgium is said to be in an excellent state of preparation.

Tranquillity was completely restored at Lyons.

There had been a dreadful affray in Kilkenny, Ireland, between the soldiers and peasantry, in which eight of the latter were killed, and many wounded.

Sir Francis Burdett has written a letter to the National Political Union, disapproving of the association being made permanent.

Resolutions were passed at the last meeting of the Council of the Union in London, to the effect that, in case of another rejection of the bill by the Lords, the Commons should be petitioned to suspend all supplies.

Serious apprehensions prevailed as to the fate of Captain Ross, who sailed three years since on his Northwest Expedition, the whale ships from Davis' Straits having returned without any intelligence of him.

There is little doubt of the fact that the Cape de Verd Islands have declared for Donna Maria.

LATER FROM.—The ship *Wm. Byrnes*, from Havre, now below, sailed the 16th December: a file of loose papers only was received by her, which we have not been able to see.

By private letters, however, with which we have

been favored, and of which extracts follow, it will be seen that the political state of France is spoken of as satisfactory.

The speech of the King of England on meeting his Parliament, is in the French papers.

PARIS, 8th Dec.—The momentary check which the disorders at Lyons gave this and other places of France, is removing with the cause. The stocks are also recovering, and the exchange on London and price of specie continue to improve. American dollars, fr. 5 27 1/2—Mexican, fr. 5 22 1/2.

A letter from Havre of 13th says, "The octafette brings good news from all quarters to day, the 3 per cents. are up to 69.45, 5 per cent. 97.60.

The funds were steadily rising.

Another letter of 15th, from Havre, says: "The political state of the country continues very favorable, as may be inferred from the state of the Funds. Five per Cents. 98 50; Three per Cents. 70."

Since the above, we have received English papers, by the ships Pacific and Samuel Robertson, to the 18th December.

The new Reform Bill had passed the House of Commons by a majority of two to one.

After the Reform question, and perhaps scarcely second to it in interest, in England, is that of the Cholera, which seems to be extending. More than 500 cases had occurred at Sunderland, more than 100 at Newcastle, and several at North Shields.

In France, the disturbances at Lyons were at an end. A long statement was made by the President of the Council to the House of Deputies respecting these, which we have not room for.

Holland still held out; and the course of his Dutch majesty manifestly puzzles the politicians very much.

Portugal, we infer from all that is stated, is to be seriously assailed by Don Pedro.

Genoa.—The younger assassin of Capo d'Istria has been shot at Napoli, and no tumult occurred. Mavromichalis addressed the people, and gave the signal, after having made a sign of farewell to his father, who witnessed the scene from the castle, where he is a prisoner.

(From the London Globe of December 13.)

THE REFORM BILL.—Lord John Russell yesterday obtained leave to bring in his bill to amend the representation of the people in England and Wales, and explained the amendments he has proposed.

The plan it will be generally acknowledged by the friends of Reform is improved in some points, especially as to the working of the £10 qualification cause. It is now proposed to give the franchise to every occupier of a tenement (within the limits of the places returning members) of the value of £10, provided he is rated to the relief of the poor. It is not necessary that he should be rated to the amount of £10 (because it is well known that the rates are imposed according to a fictitious estimate, much below the real value,) but that he should be rated.

All the restrictions as to time of occupation, &c. &c. are swept away. The difficulties attending the operation of the former clause were well explained by a friend of Reform, in the Law Magazine, and afterwards in a separate pamphlet. The amendment is practically an extension of the franchise, besides simplifying its operation.

The same number of boroughs remain in schedule A. (56) but not all the same boroughs; the inquiries which have been instituted as to number of houses, wealth and limits, having enabled the ministers (as they think) to distinguish the least unworthy of the smaller boroughs more correctly than by the mere population returns. This will be regarded by some as an improvement—and certainly it is as far as it goes; but we confess that, in common we believe with most other people, we view the picking and choosing among the small boroughs with something approaching to indifference.

There was a certain number of small boroughs to be sacrificed to common sense and general convenience—a certain portion of the dirt of the system to be shovelled away, and there was so little to choose between that which is now to be cast out and that which is now to be retained, there was so little

chance of losing any thing valuable, that the old arrangement was good enough for the purpose. The line has been drawn.

A more important change of the bill is that which reduces the number of boroughs in schedule B, by giving to ten of the most considerable of them two members instead of one—and this we believe to be a slight change for the worse. Two members for a place which has scarcely more than 4000 inhabitants, are disproportionate to its scale and importance; many of the towns in question had no claim to one, except that which they had in common with others which were to be disfranchised, of long enjoyment and long abuse. Some of the members, however, who will be returned by these boroughs, will no doubt be respectable and independent though their constituency will be too small to afford any security for their conduct.

Another change which is an improvement, is a further addition of one member each to ten of the considerable towns of the class of Brighton, Bolton, &c., to which the former bill gave only one member. This compensates for whatever injury the former clause may produce.

On the whole, we have no doubt the country will be satisfied with the bill; and there appears to be a disposition on the part of some of the opponents of Reform to reconcile themselves to what they still consider their hard fate.

There is indeed some amusing self-gratulation on the part of Sir R. Peel and his friends at the fact that some of their suggestions about particular small boroughs have been adopted, and that (as the Commissioners have already made their inquiries) the limits of several boroughs are to be fixed by a bill, and not left to future arrangement. We do not envy them their joy. So they surrender the strong holds of corruption they may march out with all the honors of war—Mr. Croker's drum beating, Sir R. Peel's colors flying, Mr. Dawson and Sir C. Wetherell carrying their whole baggage of discretion undiminished.

The second reading of the Reform Bill was passed on Saturday night (or rather on Sunday morning) in the House of Commons, by 324 to 162, being a majority of just two to one in favor of the bill. The debate throughout was animated and interesting, and less tinged with rancorous party venom than usual. Sir R. Inglis opened the discussion, and insisted that if the bill passed, it would make the House of Commons the repository of the entire democracy of the country, an innovation which he strenuously deprecated.

Mr. S. Wortley also opposed the bill, whence we conclude that his father, Lord Wharfedale, has not yet become convinced of the imperious necessity of allowing it to pass into a law. Mr. C. Wetherell spoke with his usual acrimony against the measure, and was replied to at length by Mr. Stanley, in one of the most sensible, appropriate, and energetic speeches ever delivered in the House. The Right Hon. Gentleman not only successfully defended the conduct of Ministers against the imputations alleged against them by Sir C. Wetherell, but demolished point by point, all the elaborate sophistry of Mr. J. Croker, and convinced that Right Hon. Gentleman that his knowledge of history was on a par with his knowledge of classical literature.

Sir R. Peel, in a lengthened but not intemperate speech, avowed his continued hostility to Reform, which he deprecated, not so much on its own account as because it would be fatal to the prerogatives of the House of Lords, and pave the way to concessions without number to the democracy, which would have neither reason nor justice to recommend them. The Right Hon. Baronet entered at considerable length into details respecting his change of opinion on the Catholic question, and fully convinced the House, as we are sure he will the country, that as a statesman of spirit, intelligence, and patriotism, he could not have acted otherwise than he did on that memorable occasion.

It is clear from the persevering hostility evinced throughout the whole of last week in the House of Commons, that all the efforts at conciliation made by Lord Grey and his colleagues have wholly failed of their effect. They have therefore, but one resource left, viz. to create a sufficient number of Peers to enable them to pass the Reform Bill, in spite of all the intrigues and chicanery of the faction. This resource should be put into instant operation. There is no time for delay. As for any further attempt at conciliation, it is evident, that the very idea is preposterous. The Lords will a second time reject the Bill—even with the experience of the past before them—unless they be effectually silenced with new Peers. We hope, therefore, that

Ministers will no longer hesitate to adopt that line of conduct, which the vital interests of the country, and their own characters as statesmen, imperiously demand.

Latest proceedings.—Mr. Hunt, amid loud cries of "Question," and the strongest manifestation of impatience, endeavored to explain some part of his conduct at Leeds, which had been alluded to in the course of the debate. He re-asserted that this new Bill would not be satisfactory to the laboring classes, because it would not extend to them any new privilege.

The gallery was then cleared for a division, and the numbers were—

For the second reading, 324

Against it, 162

Majority in favor of Ministers —162

The bill was then read a second time, and ordered to be committed on Friday the 20th of January.

It may not be improper to add, that on the numbers being announced, no manifestation of feeling took place.

On re-entering the gallery, we found the Chancellor of the Exchequer on his legs, moving "that the House, on rising, do adjourn to Tuesday, the 17th of January next."

The motion was then put by the Speaker, and was agreed to.

The orders of the day were next disposed of, and some notices of motions given, the particulars of which, from the noise made by members quitting the House, were not heard in the gallery; after which the House adjourned at a quarter past one o'clock on Sunday morning.

The London Courier of the 13th has these paragraphs:—

We are informed from a source on which we have been accustomed to rely, that all the stories of an indisposition on the part of his Majesty to resort, if necessary, to the exercise of his royal prerogative for the passing of the Reform Bill, are utterly unfounded, and that, with his Majesty's entire concurrence, arrangements are in progress for securing the safety of the Bill by those means, if there should be reason to infer that, without such a course, the nation would be disappointed in its just and reasonable expectations.

It is not true, as stated by some of our contemporaries, that a proposal has been made for a Treaty of Commerce between this country and France. There have, however, been negotiations on foot calculated to facilitate the commercial relations between the two countries.

No formal proposal has been made for a general disarmament by any of the Continental Powers. Austria and Prussia have, however, hinted at something of this sort to the French government; but Russia has not given the slightest intimation or desire to resort to a measure which would be the most indicative of a pacific policy among the Continental Powers.

FRANCE.

PARIS, Dec. 15.—The Journal du Commerce de Lyons of the 11th contains the following paragraph:

"Notwithstanding the strength of the garrison, consisting of from 15,000 to 18,000 men, the smallest portion of which could be accommodated in barracks, the remainder being either lodged in the public edifices or encamped in the Place de Bellecour, or quartered on the citizens especially in La Guillotiere and Taise, it is to be remarked that not the slightest disorder or excess has been committed by the soldiers, and that the most perfect harmony everywhere prevails between them and the inhabitants. We point out this happy state of things with the more satisfaction, as it does a great honor to the good sentiments of the citizens to calumniate whom so much pains is taken, to the excellent spirit of the troops, and to the wisdom of the measures taken by the military authorities to maintain discipline.

"It may be affirmed, without fear of contradiction that the city of Lyons has never been so tranquil as it now is. We already perceive the effects of the arrival of merchants from the neighboring towns, and even foreigners who come to make purchases against New Year's Day; and several merchants have assured us that business of all kinds is becoming more brisk."

(From the Messager des Chambres, Dec. 17.)

PARIS, Dec. 16.—We are assured that M. de Cases will on Monday make a report on the law relative to the poeage, to the Chamber of Peers.

The proposals of Gen. Lafayette to grant civil rights to all the Polish refugees in France has been rejected in the bureau by an immense majority, and therefore will not be read in the Chamber.

Lyons, Dec. 9, 9 o'clock p. m.—The Duke of Orleans made his entrance into Lyons at 2 o'clock this day. His approach had been announced in a proclamation by the Mayor. Since the 1st all the suburbs and the neighboring country had been occupied by the troops of the line. No resistance whatever was thought of in any quarter, not even among the workmen of the Croix-Rouge; all went back to their habitations, and the transition of power from the insurgent masses into the hands of its lawful depositaries was executed with the most perfect order, and without the slightest convulsion. Not a musket was fired, nor a sabre drawn. Several of the National Guards, who had been forced to give way to the insurgents, yesterday appeared again in their uniforms. The Prince entered Lyons by the Faubourg de Vaise. He was preceded by the 9th and 24th regiments of the line, and the 3d regiment of Chasseurs (cavalry). He was dressed in the uniform of his regiment of Hussars, and was attended by the Minister of War, and a very numerous staff; among whom were a great number of generals and the Prefect of the Rhine. The 9th regiment of Chasseurs, a large body of National Guards from the neighboring departments, the 13th, 40th, 66th and 94th regiments of the line, with artillery, followed. The latter soon after took possession of their quarters in the barracks. Other troops are in possession of the suburbs, so that Lyons is now guarded by a considerable army. All the streets through which the Prince's cortege was to pass were crowded since the morning by numbers, who received him everywhere with loud and loyal acclamations, and seemed to look upon his arrival as the return of order.

IRELAND.

Serious riots had occurred at Waterford, on account of the Tythes. A collection of 6000 or 7000 persons having been fired on by the police, attacked the latter in their turn, with pitch-forks and other weapons, and killed 19 of their number, including a Capt. Gibbons. The following are the particulars: **Waterford, Dec. 15.**—The Rev. Mr. Hamilton, a clergyman of high Tory principles, intimidated, some short time since, to the farmers of his parish, that he would, in consequence of their neglect in paying up the tythes, issue summonses against them, and enforce the immediate payment of his dues in a Court of Law. The farmers, determined to resist, caused a notice of Mr. Hamilton's intentions to be communicated through the several adjoining parishes, and requested that the people of those places would assist the Ballyhale men in preventing Mr. Hamilton from carrying his threats into execution. Accordingly, on Wednesday morning, a most formidable body of the peasantry (between 6000 and 7000) repaired to the appointed place. On Tuesday night and Wednesday morning the bells of the different chapels in that district were rung, for what purpose it is unnecessary to mention. About 11 o'clock on Wednesday morning, chief constables Gibbons and Brown, with 33 of the police, and accompanied by that obnoxious character to the peasantry of Ireland, a process server, marched into Ballyhale. The ditches along the road and the adjacent fields, were completely covered with the country people, armed with bludgeons, scythes, pitchforks, and other deadly instruments. None of the people, however, had fire-arms. All was quiet till the police were passing through a lane or avenue to the residence of a tythe defaulter, when several hundred country people jumped from the ditches and imperatively called on the police to deliver up to them the person of the process server. This was of course refused by Captain Gibbons, who requested the people to be quiet, and not put themselves in danger of punishment by violating the laws of the country. They then insisted on getting the process server, which was also refused. Several words in Irish were then passed from one to another through the great body of the people, when an increased number of the country people came in front of the police, completely blocked up the passage, and were closing on the police, when Capt. G., seeing the determination and ferocious threats of the people, ordered them to fire, which they immediately did in a volley, and killed two and wounded three of them. A simultaneous rush was then made by the peasantry before the police had time to reload; and infuriated at seeing their companions shot, they attacked them with pitchforks, &c., struck them to the ground, disarmed and murdered nineteen of them, including Captain Gibbons.

I regret to add that Captain Gibbons's son, a lad about ten years old, who accompanied his father, riding on a pony, was inhumanly butchered by these monsters! The pony which the child rode was stabbed to death! Five of the police, who

showed some symptoms of life after being barbarously beaten with bludgeons, lay, as they lay insensible on the ground, their brains knocked out by a peasant's son not more than 12 or 14 years old, who was armed with a scythe! The country people, after satiating their vengeance on the bleeding bodies of the murdered police, by kicking and stabbing them, retired to their houses and usual occupations with as much indifference, I have been told, as if they had just performed some meritorious deed.

When this afflicting account of this tragic occurrence reached this city last night, Major Jones, Lieutenant Lewis, and thirty men of the 77th depot, marched off for Ballyhale. Two troops of dragoons also arrived there last night from Kilkenny.

The sensation excited among all classes by this bloody tragedy is indescribable. Fear and alarm pervade the mind of every man in this part of the country.

A paragraph in the London Times of the 31st, states that of the 26 new Peers, only 32 voted; the others being absent, or not having taken their seats. Of the whole number of peers, 40 were absent.

It is asserted in the London Morning Herald, that the Cattle in the Island are suffering from the Cholera Morbus. These animals in many instances, have been seized with sudden convulsions; in such cases they continue mewing piteously till their final struggle, which generally ensues within 18 hours after the commencement of the attack. About 20 of the feline race have already perished in this extraordinary manner.

The correspondent of the London Morning Chronicle O. P. Q.—in a letter dated Paris Nov. 22d, says:

"I told the Bourbons they must fall, and then they fell. I told the Revolution it must march, or the nation would be dissatisfied. The Revolution has not marched, and the people are to a man discontented. I told the British public that M. Casimir Perrier intended to follow a system of force approaching very nearly to that of the Restoration, and this is the system he has followed. I told you that Poland was to be abandoned by England and France at a moment when no one would believe my statement, and France has consented to the dismemberment and conquest of that country. I told you that if the system of M. Perrier should be followed up, he would have all the country against him—and that he must restore to *coup d'etat* to support that system—and now what has occurred? Why, the *coup d'etat* have been struck, and France is indignant and preparing!"

"And now I tell you, that the French Revolution is not terminated, that the Throne is in danger—that M. Casimir Perrier will be swept away with his system in the rising terror of popular and universal indignation—that he cannot maintain his ground—that he must be defeated; and that the result will be that the French nation will establish another order of things, and another Government far more popular, and to Europe far more terrible! I mean terrible to Kings—terrible to tyranny—terrible to the Inquisition—terrible to the arbitrary power, and terrible to old Europe, enslaved as she was, and is by some half dozen tyrants."

HOME AFFAIRS.

[From the Richmond Whig, Jan. 26.]

DEBATE ON ABOLITION.—It will be seen by the proceedings of the House of Delegates on Wednesday, that the Debate on Abolition has closed, having occupied exactly one fortnight. During this time it has interested and absorbed the attention of this community beyond all precedent; and has been conducted with an ability, zeal, and eloquence, beyond any thing the Capitol of Virginia has witnessed since its foundation. Freedom of discussion has been pushed to great length; but not to a length as we believe, endangering the tranquility of the country; for we hold it to be self-evident, that when the public vigilance is on the alert, danger from that source, is, of all improbable things, the most improbable. Nor are we of the number who imagine that this discussion or one conducted in the Public Prints, will impart to the slaves any ideas not now entertained, or any aspirations not now indulged. The truth is, that the intelligence of the slaves has long ago reached the point to which the fears of some imagined this discussion would conduct it. They have not now to learn those abstract theories which teach the universal equality of man and his rights; but the same extent of intelligence informs them of the impossible, the worse than hopeless expectation, of engaging in a successful struggle for their maintenance.

The ulterior effects of the discussion in the House of Delegates, will be developed by time. When the misapprehensions of doctrines advanced in debate, have been corrected by a temperate examination of them, at the fire-side, when the alarms for the tenure of property, felt or feigned, have vanished before the perusal of the speeches which occasioned them; when the agitated state of public feelings subsides to a healthy excitement; we are persuaded that the portentous truths which have been uttered, fortified by the experience of other countries, and demonstrated by a comparison with other States around us, will sink deep into the Public mind, and in time bring forth results most propitious to our common country.

A few words as to the meaning of the several votes yesterday.

The report of the Select Committee, adverse to legislation on the subject of Abolition, was in these words: "Resolved, as the opinion of this Committee, that it is inexpedient for the present, to make any legislative enactments for the abolition of Slavery." This Report Mr. Preston moved to reverse, and thus to declare that it was expedient now to make legislative enactments for the abolition of slavery. This was meeting the question in its strongest form. It demanded action, and immediate action. On this proposition the vote was 58 to 73. Many of the most decided friends of abolition voted against the amendment; because they thought public opinion not sufficiently prepared for it, and that it might prejudice the cause to move too rapidly. The vote on Mr. Witcher's motion to postpone the whole subject indefinitely, indicates the true state of opinion in the House. That was the test question, and was so intended and proclaimed by its mover. That motion was negatived, 71 to 60; showing a majority of 11 who, by that vote, declared their belief that at the proper time and in the proper mode, Virginia ought to commence a system of gradual abolition.—This is more specifically declared in Mr. Bryce's preamble in the following words, which was adopted by a vote of 67 to 60.

"Profoundly sensible of the great evils arising from the condition of the colored population of this Commonwealth; induced by humanity as well as policy, to an immediate effort for the removal in the first place, as well of those who are now free, as of such as may hereafter become free; believing that this effort, while it is in just accordance with the sentiments of the community on the subject, will absorb all our present means; and that a further action for the removal of the slaves should await a more definite development of public opinion."

This preamble being first adopted, the resolution of the Select Committee, was also adopted as a corollary thereto, and the two as a whole, adopted by a vote of 64 to 59.

The inquiry and discussion then, have terminated in the following specific and implied declarations on the part of the House of Delegates: 1. That it is not expedient at this session, to legislate on abolition. 2. That the colored population of Virginia, is a great evil. 3. That humanity and policy in the first place, demand the removal of the free and those who will become free, (looking to an extensive voluntary manumission.) 4. That this will absorb our present means. 5. (Undeniable implication.) That when public opinion is more developed; when the people have spoken more explicitly, and the means are better devised, that it is expedient to commence a system of abolition.

The House of Delegates have gone thus far, and in our opinion, it had no right to go farther at this time. These are astonishing and animating results. They who will look back to the state of opinion five months ago, may well consider them almost miraculous.

We do not imagine that the discussions have by any means terminated. Mr. Moore, a few days ago, read a resolution which he had prepared, and determined to offer, calling upon the Federal Government for aid in abolishing slavery and deporting the slaves. Mr. Brodnax, yesterday, ridiculing in just terms the idea that it was unconstitutional in Congress this to appropriate the proceeds of the Public Lands, (the National Debt paid,) or that it was dishonorable in Virginia to ask of the General Government what was her right, made known his intention of introducing a proposition applying to that Government for a just share of the proceeds of the Public Lands, to aid in the deportation of the free negroes. We hear, also, of other resolutions connected with the whole subject of the colored population, which will probably be introduced. We likewise hear the rumor of a speedy attempt to divide the State, coming from the South of Virginia.

TWENTY-SECOND CONGRESS—1st SESSION.

[From the Globe.]

CONGRESSIONAL ANALYSIS.—In the Senate, Jan. 20, Mr. Benton, asked leave to introduce the following joint resolution:

A joint resolution declaratory of the meaning of the charter of the Bank of the United States, on the subject of the paper currency to be issued by the Bank.

Resolved by the Senate and House of Representatives of the United States of America, in Congress assembled, That the paper currency, in the form of orders drawn by the Presidents of the Offices of Discount and Deposits, on the Cashier of the Bank of the United States, is not authorized by any thing contained in the charter; and that the said currency is, and is hereby declared to be, illegal, and that the same ought to be suppressed.

Mr. Benton supported the motion in a speech three hours long, and it was opposed by Messrs. Dallas, Buckner, Webster, Wilkins, Bibb, Chambers, and Smith; and further supported by Messrs. Forsyth, Miller, Kane, Marcy, and Tyler. The question being taken, leave to introduce the resolution was refused as follows:

YEAS.—Messrs. Benton, Dudley, Ellis, Forsyth, Grundy, Hayne, Hill, Kane, Mangum, Marcy, Miller, Moore, Taxewell, Troup, Tyler, White—16.

NAYS.—Messrs. Bell, Bibb, Buckner, Chambers, Clayton, Dallas, Ewing, Foot, Frelinghuysen, Hendricks, Holmes, Johnston, King, Knight, Naudain, Prentiss, Robbins, Robinson, Seymour, Silsbee, Smith, Tipton, Tomlinson, Webster, Wilkins—25.

Mr. Clay submitted the following resolution, which was read and laid on the table:

Resolved, That the Secretary of the Treasury be directed to communicate to the Senate any correspondence which may have passed, between the Treasury Department and the Collectors of the Customs, or either of them, showing the construction which has been placed, by that Department, upon the act entitled "an act to amend the several acts imposing duties on imports," approved the 24th of May 1824, or upon any other act of Congress imposing duties on imports, passed since that day, including the act of the 19th of May 1830.

The Senate after a sitting of five hours, adjourned over to Monday next.

In the House of Representatives, Mr. Root, from the Committee on Agriculture, reported a bill for promoting the growth and manufacture of silk in the United States. Mr. Drayton, from the Committee on Military Affairs, reported a bill to increase the number of Surgeons and Assistant Surgeons, in the United States Army. Mr. Bouldin's resolution relative to the Tariff, and Mr. Davis' amendment thereto, was again taken up and discussed by Mr. Mitchell of South Carolina, until the expiration of the hour allotted to morning business. A number of private bills were acted on. The Speaker presented the memorial of the President and Directors of the Bank of Pennsylvania, praying a re-charter of the Bank of the United States. On motion of Mr. Wickliffe, it was referred to the committee of Ways and Means, with the following instructions:

To inquire into the expediency of reporting a bill to incorporate a new Banking Company, to take effect and go into operation after the expiration of the charter of the Bank of the United States, reserving one third of the Capital in said Bank for the United States, together with a sufficient bonus on the charter; one third to be subscribed for by such of the stockholders in the present Bank, as may be citizens of the United States, the other third to be taken by such citizens of the United States, as may desire so to invest their surplus capital:

That they also inquire into the expediency of prohibiting the Bank from dealing in or holding real estate, except for the mere purposes of Banking Houses and Houses necessary for the transaction of the business of the Company.

Of prohibiting the location of any Branch in any State without the consent of the Legislature of such State:

And also, of so forming the charter, that the Legislatures of the several states shall and may exercise the power when they deem it expedient to do so of imposing a fair and reasonable tax upon the capital employed, in any Bank or Branch of said Bank, within the jurisdiction of such state; and also to subject the said corporation to be sued in the District or Circuit Court in any State, where they may have a Branch located, and the cause of action accrued.

In Congress, on Jan. 21, little of interest occur-

red, beyond the passing by a vote of 100 to 81, and by virtue of the previous question, Mr. Bouldin's resolution as amended on motion of Mr. Davis. The object of this resolution is to authorize the Committee on Manufactures to report to the House the effect of the Tariff upon the great interests of the country; the mode of ascertaining ad valorem and minimum rates of duties; what frauds, if any, are perpetrated upon the revenue; and whether the stated value of the pound sterling ought not to be altered so as to conform to the actual value.

The Senate did not sit on Saturday.

CONGRESS—Jan. 23.

In the Senate, after disposing of sundry minor matters, Mr. Clay's resolution, proposing a modification of the Tariff, again came up; when, Mr. Dickerson, of New Jersey, addressed the Senate two hours in support of the resolution, and in reply to Mr. Hayne. The resolution was then, at the instance of Mr. Smith, further postponed to Wednesday.

In the House of Representatives, there was considerable debate on the reference of a Memorial against the Tariff from the Members of the Legislature of the State of South Carolina who are friends to the Union and opponents of Nullification. It was finally referred to the Committee of Ways and Means.

The Resolution concerning the Tariff subject, as amended by the vote of Saturday, came up for decision, and was agreed to by the House.

IN SENATE—Jan. 24.

Mr. Poindexter, who has been confined at home for some days by indisposition, resumed his seat. The resolutions submitted on Monday by Messrs. Benton and Moore, on the subject of the Bank of the United States, were considered and agreed to.

Among the memorials and petitions presented, was one from Maine, presented by Mr. Sprague, praying for the abolishment of the postage on newspapers and pamphlets, and the reduction of postage on letters, and one from Philadelphia, presented by Mr. Dallas praying for the renewal of the charter of the Bank of the United States. After the morning business had been gone through, the Senate, on motion of Mr. Forsyth, went into secret session, and continued therein until it adjourned.

In the House of Representatives, the Committee on Military Affairs was, on the motion of Mr. Drayton, discharged from the consideration of the claims of Maryland, for expenses incurred for the public defence during the late war, and the same was referred to a select committee of seven members. Mr. Watmough, from the Committee on Naval Affairs, introduced two bills, one relating to naval schools, and the other authorizing the revision and extension of the rules and regulations of the naval service. They were severally read a first and second time and committed to a Committee of the Whole on the state of the Union. The resolution submitted some days ago by Mr. Jenifer, for the appointment of a select committee to inquire into the expediency of making appropriations for the removal from the country of free persons of color, was taken up and discussed by Mr. Jenifer in favor of and by Mr. Coke against, the proposition, until the expiration of the hour, when the House proceeded to the order of the day. A variety of private bills were introduced and acted upon, after which the House went into a Committee of the Whole on the state of the Union, and took up the Apportionment of Representation bill. Mr. Wayne addressed the committee in favor of the establishment of a low ratio, in order to preserve the popular character and pure representative principle of the House. Before he concluded, the committee, on motion of Mr. Crawford, rose and reported, and the House adjourned.

Jan. 25.

The Senate, postponed until Thursday, the further consideration of executive business. Previous to closing the doors, in addition to a considerable portion of morning business that was transacted, Mr. Benton submitted resolutions calling for important information with regard to the Bank of the United States. The Senate continued in secret session to a late hour of the day.

In the House of Representatives, a variety of bills were introduced from the respective committees, and read a first and second time, and committed. Mr. Ellsworth, from the Committee on the Judiciary, reported a bill in addition to an act for the relief of indigent debtors of the United States, which was read twice and postponed till Monday. Mr. Everett, of Massachusetts, reported a bill from the Com-

mittee on the Library, making an appropriation to procure copies of historical documents from the public offices in Great Britain, which was read twice and committed to a Committee of the Whole on the state of the Union. The bill introduced on the preceding day by Mr. Watmough, authorizing the revision and extension of the naval rules and regulations, was read a third time and passed. The further consideration of the resolution on the subject of removing the free people of color, was postponed till Thursday; and the House, after the introduction of nearly twenty resolutions, went into Committee of the Whole on the state of the Union, and took up the apportionment bill. Mr. Wayne concluded his argument against the establishment of 48,000 as the ratio, and Mr. Hunt, Mr. Bell, Mr. Patton, and Mr. Polk, addressed the Committee. The question on Mr. Hubbard's proposition to fix the ratio at 44,000, was negatived by a vote of yeas 105, nays 81. Mr. Howard moved an amendment to change the time of the bill going into operation, from the second to the sixth of March, in order that the present weight of the several States might be preserved in the electoral colleges, on the ensuing Presidential election; but before the question was disposed of, the committee rose and reported, and the House adj.

—[Telegraph.]

IN SENATE—Jan. 26.

In the Senate, Mr. Marcy presented a memorial from sundry merchants and others, of Boston, praying that the present Charter of the Bank of the United States may not be renewed; and that an act of incorporation may be passed for a Bank with a capital of fifty millions of dollars, reserving to the Government the privilege of subscribing for one half of the stock, and limiting the subscription to the remainder, to citizens of the United States. The memorial was read, referred to the Select Committee on the Bank of the United States, and ordered to be printed. Mr. Ewing offered a resolution declaring it as the sense of the Senate, that removals by the President from office, for any other purpose than that of securing a faithful execution of the laws, was hostile to the spirit of the Constitution, never contemplated by its framers; was a daring extension of Executive influence, prejudicial to the public service, and dangerous to the liberties of the people; and that it was inexpedient for the Senate to advise and consent to appointments to fill supposed vacancies occasioned by the removal of prior incumbents, unless the removals shall appear to have been made on sufficient cause. After the usual morning's business, the Senate went into secret session, and continued therein until its adjournment.

In the House of Representatives, Mr. Archer, from the Committee on Foreign Affairs, reported a bill for giving effect to a commercial arrangement between the United States and the Republic of Colombia, which was read twice and ordered to be engrossed for a third reading to-day. The resolution submitted by Mr. Pendleton, on the subject of the appellate jurisdiction of the Supreme Court of the United States, were called up by that gentleman; but, upon a division by yeas and nays, at the call of Mr. Speight, the House refused to consider them, by a vote of yeas 75, nays 83. After the consideration and adoption of various resolutions, submitted on the preceding day, the House, on the motion of Mr. Polk, went into a Committee of the Whole on the state of the Union, and resumed the consideration of the Apportionment Bill. The question was on the amendment of Mr. Howard, to alter the time of the bill's going into operation, from the 3d to the 6th of March, 1833, in order to preserve in the electoral colleges, at the coming Presidential election, the present weight of the several States, instead of voting according to the now apportionment of representation. The proposition was discussed by Mr. Howard in favor of, and by Mr. Polk, Mr. Drayton, Mr. Crawford, Mr. Kerr, Mr. Beardsley, Mr. Craig and Mr. McDuffie against, its adoption; and finally withdrawn by the mover. The several numbers of 47,000, 47,700, 50,000, 53,000, 51,000, and 46,000, were successively proposed and rejected, and the committee rose and reported the bill to the House without amendment. Mr. Wickliffe moved to recommit the bill to a select committee of twenty-four members, one from each State, with instructions to report it in blank to the House; but, before the question was taken, the House, at five o'clock, adjourned.—[Telegraph.]

Friday, January 27.

The Senate, without completing the usual morning business, proceeded, on motion of Mr. Taxewell,

to the consideration of Executive business, in which it was engaged several hours.

In the House of Representatives, Mr. Doddridge, from the Committee on the District of Columbia, reported several bills relative to the District. A bill for giving effect to a commercial arrangement between the United States and the Republic of Colombia was passed. Mr. Mercer, from the Committee on Internal Improvements, reported a bill for the erection of a bridge across the Ohio river at Wheeling. Various resolutions of inquiry were adopted and others submitted, which by the rules, lie over for consideration. At a late hour the House adjourned until Monday.—[Globe.]

LEGISLATURE OF NEW-YORK.

In the Legislature, Jan. 21st, ordinary business only was transacted. We have no room for its details.

The bills to incorporate the Hebrew Society of the city of New York, and the New-York Annual Conference Ministers' Mutual Assistance Society, were passed in the Assembly.

IN SENATE—Monday, Jan. 23.

Petitions: Of inhabitants of Jefferson county for a Rail-road from Watertown to Rome; of inhabitants of the counties of Livingston, Alleghany, Steuben and Cattaraugus, for a Bank at Dansville; for a Rail-road from Oswego to the Erie canal in Oneida county.

A communication was received from Walter Bowne, transmitting the Annual Report of the Trustees of the Sailors' Snug Harbor, in the city of New-York, which was read and laid on the table.

Receipts during the past year, including a balance on hand, December 31, 1830, of

\$1,187 36.	\$30,805 02
Expendit. for that year, \$19,281 50	
Invested in stocks, &c., 11,423 53	

	\$0,705 03
Balance on hand, Dec. 31, 1831,	\$99 99

The whole amount of the invested funds of the institution, is \$99,091 41; outstanding balances due for rent and interest, \$914 02. The estimated income for the year 1832 is \$26,626 66.

On motion of Mr. Allen—

Resolved, That the Comptroller report to the Senate the total amount contributed to the Bank Fund; the amount paid by each institution, respectively; the amount invested, how invested, and at what rate of interest, and the sum drawn from the fund for the salaries of the commissioners, and other expenses, if any.

IN ASSEMBLY.

Petitions: For a canal from the Erie canal to the Oneida lake; for the Delaware co. bank at Delhi; for a bank at Little Falls; for the incorporation of the New York City Trust company; for a bank at Cortland village; for a bank at Medina, Orleans co.; for a bank at Rome, Oneida co.; for a Rail-road from Jamaica to Brooklyn; for a Rail-road from Buffalo to the east village of Aurora, Erie co.; for a bank at Little Falls.

Bills reported: By Mr. Seymour, from the Committee on Trade and Manufactures, to regulate sales by auction in the city of Albany, (restricts them to daylight); to incorporate the New York Whitelead manufacturing company; to amend the act regulating the inspection of green hides and skins, (authorizing the governor, with the advice and consent of the Senate, to appoint one for each county in the state); to incorporate the Hargrave cotton factory.

The annual report of the Canal Commissioners was received, and double the usual number of copies ordered to be printed.

The report of the inspector of domestic distilled spirits in the city of New York, was laid on the table.

The concurrent resolution offered on Saturday by Mr. McKean, that the Legislature will celebrate the centennial anniversary of the birth of Washington, and will appoint a joint committee of arrangement for that purpose, was called up by the House, and adopted nem. con.

The committee of the whole, passed the bill authorizing Henry Barclay to maintain a toll bridge across the Esopus creek, at the village of Ulster; the bill to change the name of Jacob Adrian Van Den Heuvel, (now name Jacob Adrian Van Heuvel); the bill to change the name of Martin Hoar and others, of Harmony, Chautauque county, (now family name Robert.)

IN SENATE—Tuesday, Jan. 24.

Bills reported: A bill to amend the charter of the Bank of Poughkeepsie, increasing its capital stock to \$150,000.

The Assembly sent for concurrence a joint reso-

lution, that the two Houses of the Legislature will celebrate the first centennial anniversary of Washington's Birth-day, which comes on the 22d of February next. The resolution was adopted.

Also, for concurrence, the resolution of the Legislature of last year, to amend the constitution relative to salt duties.

Mr. Deitz offered the following resolution, which was laid on the table, to wit:

Whereas the Bank of the United States has applied to Congress for a renewal of its charter, therefore,

Resolved, (if the Assembly concur) That it is the sentiment of this legislature, that the charter of the Bank of the United States ought not to be renewed; and that our Senators in Congress be instructed, and our Representatives in Congress respectfully requested to vote against such renewal.

Resolved, (if the Assembly concur) that the Secretary of State transmit to each of the Senators and Representatives in Congress of this state, a copy of the foregoing resolution.

The Committee of the Whole again entered upon the consideration of the bill to incorporate the Hudson River Coal Company; but rose and reported.

The Committee entered upon the consideration of the bill to incorporate the Dutchess Rail-road Company; but rose and reported—and the Senate went into executive business. Adjourned.

IN ASSEMBLY.

From Columbia county, for a Rail-road from New York to Albany.

For a Rail-road from Cooperstown to Collinsville, in the town of Milford.

Of sundry pilots for an alteration of the law regulating them.

For a Rail-road from New-York to Oswego.

For the Merchant's Bank at Buffalo—and for sundry other banks already petitioned for.

Bills reported.

To incorporate the capital of the Ithica and Oswego Rail-road company, from \$100,000 to 250,000; to increase the number of directors from 9 to 12, and to extend the time for completing the road two years.

To incorporate the North American mining company.

Mr. Myers from the committee on that part of the governor's message which relates to revolutionary soldiers, reported at length, concluding with a joint resolution, instructing our Senators and requesting our representatives in Congress to endeavor to place on the pension list all officers, soldiers, musicians, teamsters, ferrymen, express-men, and artificers, whether of the regular army or of the militia, who were engaged by enlistment or contract, who served for three months in succession, and that when the claims are admitted, this state allow the number of acres promised by resolution of the Legislature in 1783. And that the officers of the late war be recommended to Congress for a quantity of land as a reward for their services and suffering.

Being concurrent, the resolution lies upon the table.

The House, in committee of the whole, rejected the bill for appointing inspectors of green hides and skins in certain places, and made some progress in the bill to increase the salaries of the Chancellor, Chief Justice, and Judges of the Supreme and Circuit Courts. Mr. Granger hoped that we should not, without some explanation of a bill brought in on notice, thus "walk into our exhausted treasury." Mr. Otis said, he had always considered a common laborer entitled to pay for his services, and thought the chancellor, judges, &c. entitled to as much, but as it was an important bill he moved to rise and report, which was done.

The House then adjourned till 11 o'clock to-morrow morning.

IN SENATE—Wednesday, Jan. 25.

A petition was presented for a Rail-road from Whitehall to Waterford.

Reports, &c.

The annual report of the Inspector of Pot and Pearl Ashes in the city of New York.

Also, the annual report of the Inspector of Flour and Meal in the city of New York. Referred to finance committee.

Flour inspected,	915 687 bbls. wheat flour.
	25 187 1-2 bbls. do.
	9 222 Rye flour.
	9 951 hds. Indian meal,
	24 096 1-2 hls. Indian meal,
	177 Buckwheat flour,
	405 half do.

Receipts of Inspector \$15,044.99; expenditures \$6,850; net profit to Inspector \$7,197.88.

B. F. Butler, Esq., resigned his office as one of the regents of the University.

The Committee of the Whole again entered upon the consideration of the bill to incorporate the Dutchess Rail-road company.

The remainder of the day was spent in settling the details of this bill.

IN ASSEMBLY.

Petitions: For a Bank in the village of Ulster; repealing the half-pilotage through Long Island Sound; for the Commercial Insurance Company.

A bill was reported to incorporate the New-York and Albany Rail-road Company.

The House in committee of the whole, passed a bill permitting Judges of the Court of Common Pleas, who are Aldermen in the city of New-York, to act as Attorneys and Counsellors in the said court.

Thursday, Jan. 26.

In Senate—Mr. Maynard offered the following resolution which was adopted, to wit:

Resolved, That the Canal Board report to the Senate, with all convenient speed, the amount received for tolls on Packet Boats, and passengers on the Erie Canal for the last year, designating the amount received for passengers in Packet Boats, and the amount received for passengers in line-of-steam boats.

The committee acted upon the bill to incorporate the N. Y. Mutual Benefit Society, for gospel ministers, of the Methodist persuasion, to be located in Albany. And after some explanations and conversation the committee rose and reported.

The question was then put on the report of the Committee of the Whole, on the bill to incorporate the Dutchess Rail-road Co.; the report was agreed to, and the bill engrossed for a third reading.

The committee passed the bill appropriating \$50,000 for the support of the Mount Pleasant State Prison, and the bill to incorporate the Hebrew Benevolent Society of the city of New-York.

In Assembly petitions were presented for a Rail-road from Greenbush to Troy; against paying Chaplains by the Legislature; for a Rail-road from New York to Albany; for a bank at Somers; for a Rail-road from New York to Oswego; for the Arkwright Company in Pittsfield, Oswego county.

A report was made to renew the act relating to the New York Eye Infirmary.

A bill relating to Aldermen in the city of New York who act as Judges in the Court of Common Pleas, was read a third time and passed.

IN SENATE—Jan. 27.

An act was reported to incorporate the village of Genesee.

Mr. Allen, from the Committee on Banks and Insurance Companies, made a report, which adverted to the unusual number of applications, particularly from the city of New York, for new banks. It expressed the belief that some bounds should be set by the Legislature to the amount of banking capital to be created. It deprecated the confidence of the public in this kind of capital. Such capital was considered sure; because the more there was, the larger would be the fund for its redemption. This idea was considered fallacious. And this confidence had a tendency to cease from that vigilance which was necessary to keep these institutions in a healthy state. An increase of banks embarrassed the operation of existing banks. Each bank was desirous to issue as much paper as possible, till some occurrence in the commercial world called out of the country an unusual quantity of specie; and then they were compelled to diminish their issues, which greatly embarrassed the commercial interest. The city of New York already possessed three-fourths of all the banking capital in the state. In that city the banking capital was \$15,060,000, and with insurance stock added to it \$30,500,000.

The report went into various other details of the same nature of the above, and concluded by expressing the hope that the facts set forth would convince the Senate, there was already banking capital of sufficient amount, at least in the city of New-York. Such places in the country, however, as had not already a bank, were entitled to have their claims duly considered.

The report was ordered printed, and on motion of Mr. Seward, double the usual number of copies were ordered.

The Comptroller reported on the resolution of the Senate, offered by Mr. Allen on the 22d inst., relative to the Bank fund, which was ordered printed and referred to the Bank Committee.

Mr. Deitz called for the consideration of the resolution offered by him some days since against renewing the charter of the United States Bank; and after some discussion, the following substitute was offered by Mr. Maynard:

Resolved, That experience has conclusively proven that a National Bank is necessary for the collection, preservation and distribution of the public revenue, the maintenance of a sound, uniform, and useful currency, and this legislature shall

confidence that, if the existing Bank be re-chartered, or a new one created, the President and Congress will conform the powers and privileges of the charter they may grant, to the provisions of the constitution, and the rights and interests of the States, and adapt them to the requirements of the Government and wants of the country.

On motion of Mr. Tallmadge, the Senate then suspended legislative business, and went into executive business.

Adjourned till 11 o'clock to-morrow morning.

IN ASSEMBLY.

PETITIONS.—For the North Western Insurance Company, in New York; for a Canal or Rail-Road from the Erie Canal to the Black river; for a Rail-Road from Canajoharie to the Susquehanna river; for a Rail-Road from New York to Owego; for a Rail-Road from Schenectady via Troy to Greenbush; for the Troy and Whitehall Rail-Road; further petitions for a Rail-Road from Brooklyn to Jamaica; for a Rail-Road from Saratoga Springs to Schuylerville; for a Rail-Road from Buffalo to the Pennsylvania line via Westfield; for a bank at Rome.

Mr. King reported a bill repealing the law appropriating a portion of the literature fund to the support of pupils in the Asylum for the Deaf and Dumb.

Mr. Moulton offered a resolution, excluding the Rev. Dr. Wilson from attending the House as one of its Chaplains, which was laid on the table. Dr. Wilson's Sermon is the cause assigned for the resolution.

The resolution offered by Mr. Myers, asking Congress to place all soldiers who served three months in the Revolutionary War upon the Pension List, was unanimously adopted.

Upon the other resolution offered by the same gentleman, Mr. Granger called for information. He remarked that commissioners in the late war did not go a begging.

Mr. Myers gave his reasons in favor of the resolution. He disclaimed all mercenary considerations and offered, if lands were given to officers (of whom he was one) of the late war, that he would convey his allotted portion over to the Common School Fund.

The resolution was adopted by a vote of 68 to 30.

IN SENATE—January 28.

A concurrent resolution was received from the Assembly, proposing Monday the 6th of February next, as the time for the legislature to proceed to the appointment of state officers, and of a regent of the university in the place of B. F. Butler, resigned. The resolution was concurred in.

The concurrent resolutions were also received from the Assembly, instructing the senators and requesting the representatives in congress from this state, to use their exertions to procure such a modification of the pension law, as to admit the names of all who served three months or more in the revolutionary army, whether in the regular army or in the militia; and to use their exertions to procure for the officers of the last war, a gratuity in lands; which were read, and referred to a select committee on so much of the governor's message as relates to survivors of the revolutionary war.

Bills read a third time and passed.

Concerning the state prison at Mount Pleasant—To incorporate the Dutchess Rail-road Company—*yeas 28, nays 0.*

To incorporate the Hebrew benevolent society in the city of New York.

The bill to incorporate the Hudson river coal company, was laid on the table.

United States Bank Resolutions.

Mr. Deits called for the consideration of the resolutions moved by him, declaring the sentiment of this legislature, that the charter of the U. S. Bank ought not to be renewed.

The question being upon the substitute for the first of the original resolutions, moved by Mr. Maynard yesterday, Mr. Edmonds rose and addressed the senate for about two hours and a half, against the substitute, and in favor of the original resolutions. When Mr. E. concluded, the senate adjourned.

IN ASSEMBLY.

PETITIONS.—For a bank at Herkimer; for the Greenbush bank; for the Atlas insurance company; of inhabitants of Oneida and Delaware for a rail-road from Lake Erie to the Hudson river, with leave to connect with any other road; for a rail-road from Buffalo to the Pennsylvania line; for a rail-road from Owego to New York; for a bank at Rome.

Mr. Kemble, from the rail-road committee, to which had been referred the bill to incorporate a company to construct a rail-road from Albany to New York reported the bill with amendments.

Mr. Winfield laid the following resolution on the table:—

Resolved, (if the senate concur) That the senators be instructed and the members of the house of representatives from this state be requested to use their exertions to procure for the non-commissioned officers and private soldiers of the late war, who have since become disabled from disease or the infirmities of old age, and have not the means of support, such a pension as shall be deemed sufficient for their decent maintenance.

Resolved, (if the senate concur) That the Secretary of State be requested to forward to each senator and representative a copy of the foregoing resolution.

Rev. Dr. Wilson.

After a lengthened discussion, the bill excluding this gentleman the floor, was passed, 95 to 2.

The house then adjourned.

In the legislature on Monday, the time of the Senate was consumed, without result, in a debate about the United States Bank, with which they have nothing to do. In the House of Assembly, after the usual quantum of petitions for banks and rail-roads, the Committee on Banks, and that on Rail-roads, made long and elaborate reports. There are fifty applications for banks, and the Committee enforce the opinion, that such multiplication of charters would be ruinous; and therefore, that only such applications should be granted as have peculiar claims. They reported, in conformity with this view, bills for incorporating the Steuben County Bank, the Brooklyn Bank, and the Seneca County Bank.

The Rail-road Committee report that only such routes should be encouraged as promise undoubted profit to the stockholders and advantage to the public, and that others should be discouraged and denied.

LEGISLATURE, January 31.—In the Senate a bill to increase the capital of the Jefferson co. Bank from \$90 to \$120,000 was reported by Mr. Allen. The rest of the day was consumed on the United States Bank resolution—the question was taken on Mr. Maynard's substitute (favorable to the Bank) and lost, *Ayes 10, Nays 20.* By the same vote Mr. Maynard's next proposition to confine the objection to the Bank "as at present organized" was lost—after which, the Senate went into executive business. In the Assembly, after presenting petitions, among which was one from the medical society of New York, for an alteration of the revised statutes, relative to the practice of medicine, and one by Mr. Downing against a Rail-road from Brooklyn to Jamaica, reports were made in favor of the following Banks—at Cortlandville, at Homer, in Cortland co., the leather manufacturers' Bank at New York—the Herkimer co. Bank at Little Falls, and the Westchester co. Bank at Fishkill. The annual report of the Bank Commissioners was received; the rest of the day was spent in debate on the bill to increase the salaries of the Judges without any result.

IN SENATE—February 1.

A bill was reported to incorporate the Oneida Lake Canal Company, which was ordered printed.

Mr. Tallmadge reported a bill to incorporate the Watertown and Rome Rail-road Company.

Mr. Weecott reported a bill in favor of the several petitions for the appointment of a Measurer-General of Grain in the city of New York.

United States Bank.—Mr. Maynard's amendment having been yesterday rejected by a vote of 20 to 10, the question again recurred on the original resolution.

Mr. Tallmadge arose, he said, with diffidence to discuss this subject; he felt his inability, but the deep interest the community felt in the subject, encouraged him to proceed in showing his objections to the bill.

After Mr. T. had concluded his remarks, Mr. Sherman took the floor; but it being near the hour of adjournment, at the suggestion of Mr. Maynard, the gentleman gave way, and the Senate adjourned.

IN ASSEMBLY.

Petitions read and referred:—For a bank at New Berlin, Chenango county; for a Rail-road from Utica to the Pennsylvania line; for the New York and Erie Rail-road; for a bank at Lansingburg;

against paying Clergymen from the Treasury; for the Central Bank of Genesee, at Attica; further petitions for a Rail-road from Brooklyn to Jamaica; for a Rail-road from Geneva to Ithaca, via Waterloo and Seneca Falls.

Reports of Committees.—A bill to incorporate the New-York and Erie Rail-road Company; a bill amending the charter of the New-York and Boston Steamboat Company.

Mr. McKeen, pursuant to notice, brought in a bill relating to the Superior Court of the city of New-York.

Mr. Stilwell gave notice of a bill relating to Bankruptcy.

The House again went into committee of the whole, upon the bill to increase the salary of Judges.

Mr. Andrews, on the suggestion of Mr. Moulton, withdrew his motion to strike out the first section of the bill, remarking that decapitation was, perhaps, too violent a death for the bill. Mr. A. then proceeded to oppose the whole bill.

Mr. Van Duzer remarked that he had no disposition to consume the time of the House, on this or any occasion, for the mere purpose of display. He felt called upon, however, to reply to the arguments of the opponents of the bill, and to offer such reasons as occurred to him in favor of a fair and adequate compensation to public officers. Mr. V. D. repelled the doctrine that because Judges knew the amount of salary when they accepted office, that the State, Shylock like, should hold them to the "bond." Mr. Van Duzer proceeded some time with an able and interesting speech in favor of the bill.

Mr. Granger occupied the committee an hour against the bill; after which, on motion of Mr. Bishop, the committee rose and reported. Adj.

Appointments by the Senate on the nomination of the Governor.

Military.—Prosper M. Wetmore, paymaster general and Richard Pennell, surgeon general of the militia of the state of New York.

Civil.—New York—John S. Westervelt, health officer; James R. Manly, resident physician; Smith Cutter, health commissioner; Andrew Morehouse, collar of staves and heading; George Seaman, inspector of pot and pearl ashes; Henry Leek, John F. Haff, and Isaac Sherwood inspectors of leather.

Dutchess—James Hooker, surrogate; Richard D. Davis and James Grant, jr. supreme court commissioners and masters in chancery; Joseph Gunn, Abel Gunn, William B. Waldron, Jacob D. Lorin, Jacob Burriager, Stephen Jennings and Albra Bushnell, inspectors of beef and pork; Lemuel Cooknell, inspector of flour and meal; Jacob Barringer and Jacob D. Lorin, inspectors of fish.

Rensselaer—Nathaniel Challis, Elias Diabrow, Edward S. Fuller and Dayton K. Fuller, inspectors of lumber for the city of Troy.

Orleans—William N. Ruggles, examiner in chancery; William Gazley, inspector of beef and pork.

Schoharie—Thomas P. Danforth, judge of county courts.

Orange—Benjamin H. Mace, master in chancery; George M. Grier, notary public.

Mr. Otis, of the Assembly, has been appointed by the Legislative Committee, to pronounce the Centennial Oration, on the 22d. of February.

The President has nominated to the Senate, as Chargé d'Affaires at the Court of King Leopold, of Belgium, H. S. Legare, Esq., at present Attorney General of South Carolina. This gentleman is conspicuous by his general abilities and classical scholarship. He will do service and honor to our country, wherever he may be placed.—[Nat. Gaz.]

[From the National Gazette.]

One of the most intelligent members of the State Colonization Society of Virginia, writes from Richmond under date of the 13th inst.:—"I have taken some pains to ascertain the feelings of the people, and I really believe were Mr. King's proposition for employing the proceeds of the public lands for removing the blacks to be renewed and adopted in Congress, it would be a popular measure here, as I trust it would be cheerfully acquiesced in by the non-slave-holding States."

AMERICAN NEWS, VIA ENGLAND.

[From the Hampshire (England) Telegraph.]

The Onyx, Stephen Brown, master, arrived here yesterday, in twenty five days, from New-York, with a cargo of cotton and tobacco, and waits for orders. The weather was remarkably mild at New-York, and that city was very healthy. The balloting for the new President was going on, the majority of suffrages being in favor of Mr. Wirt!

GENERAL SANTANDER.—This distinguished person, with whose career as Vice President of the Republic of Colombia, at a period of its greatest difficulties, many of our readers are familiar, has, by some of our citizens, been invited to, and as will appear by the annexed correspondence, has accepted, a public dinner. We think this a tribute of just respect to a man, who in despite of great obstacles has persevered faithfully in his principles and practices, as a republican. By such a course he incurred the enmity of the Liberator Bolivar, as well as of the whole European party in Colombia, which desired and hoped to see that fine region subject to a sovereign—Bolivar if possible, if not to some prince to be sent from Europe, to check the growth on this continent of dangerous principles. This scheme thus far has been defeated—but Gen. Santander was sacrificed.—A charge of being knowing to a conspiracy for the overthrow and assassination of Bolivar was trumped up against him, he was arrested, kept in close confinement, tried without the benefit of counsel, and condemned to degradation, death, and confiscation of property. We have carefully read the report of this—so-called—trial, and we do not hesitate to say that no Grand Jury in this country would ever have found a bill upon such evidence, and certainly no Judge would, upon it, have permitted the cause to go to a Jury. Bolivar commuted the sentence into one of perpetual exile, but by a recent act of the authorities of Colombia, Gen. Santander has been reinstated in all his rights. He will shortly return to his country, and we are gratified in believing that he will bear with him an intelligent and well founded admiration of, and regard for, the institutions and people of the United States:

CORRESPONDENCE.

To His Excellency, General Santander,

Sir:—A large circle of our fellow citizens, desirous of testifying to your Excellency the high opinion they entertain of your public and private character, have deputed us to invite you to partake with them of a dinner, at the City Hotel, at as early a period as may suit your convenience.

In this testimonial of respect and regard, they would manifest a recognition of that undeviating love of rational liberty and enlightened patriotism, which marked your public career.

They lament the temporary preponderance of political principles which drove you from your country—principles which proved alike hostile to your Excellency, as they were alien to the best interests of your country.

We rejoice, however, that your valuable services are again claimed by your fellow-citizens; and that an opportunity is offered you, on your way from exile to your own country, to be a personal witness of the practical benefits of our political institutions—to note their moral influence and the general prosperity which springs from, and owes its security to, the existence of rational liberty.

Such blessings we believe it was your desire to implant in your own country, and we sincerely hope your efforts to this end may result in complete success.

We beg your Excellency to accept assurances of our personal esteem and respect.

New-York, 26th January, 1832.

Morgan Lewis,	Albert Gallatin,
Philip Hone,	Francis Depau,
James Boggs,	Charles King,
H. Sheldon,	John S. Crary,
Sidney Brooks,	Francis Ogmsted,
William W. Woolsey,	Henry Ogden,
Rufus Prime,	M. H. Grinnell,
R. M. Lawrence,	John Rathbone, Jr.
William B. Astor,	Archibald Gracie,
Charles C. King,	G. G. Howland,
Charles A. Davis,	Henry Dudley,
William Burns,	

GENTLEMEN,—I have received with much pleasure, and with deep gratitude, your letter of the 26th inst., in which you have the goodness to invite me, in the name of a large circle of your fellow-citizens, to a dinner which you offer me, in testimony of the favorable opinion you have formed of my public and private character.

Your opinion, Gentlemen, and that of your fellow-citizens, in whose name you address me, I

regard with the highest estimation and respect. It would be sufficient of itself to give me a title to the highest honor of which I could boast. The opinion of persons so distinguished, in one of the most important cities in this fortunate country, has great weight in the judgment which my public conduct may deserve; and it is with the highest satisfaction that I see it approved by you, and by a respectable part of your fellow-citizens.

Your letter, Gentlemen, and the feelings by which it was dictated, add weight to the duty which I acknowledge with pleasure, of never rendering myself unworthy of your favorable regard, nor of that of your fellow-citizens. I shall always seek to deserve it, not only by studying the institutions of your country, by observing their influence on the happiness of men, by receiving instruction from the wise men who are the boast of this part of America, but also by studying the practical morality of its fortunate inhabitants, and by imitating their virtues.—Happy shall I be, and still more happy my native land, if my visit to this country should prove useful to her, by promoting the introduction of some of the numerous benefits which Providence has bestowed on you, and on your fellow-citizens, by means of public and domestic education,—institutions which protect the liberty of man, and upright magistrates who regard them with sincere respect.

We might then with noble pride, to the title of your younger brethren, and that of your worthy disciples, felicitate ourselves at having found the prototype of happiness in our own American continent.

Please, Gentlemen, to receive my sincere professions of personal respect and gratitude for your kind invitation, which I accept with pleasure availing myself of the privilege you allow me, of fixing on Thursday, the 9th of February next.

With assurance of high consideration and regard, I am, Gentlemen, your obedient and humble servant,
New York, Jan. 30th. F. P. SANTANDER.

To Messrs:

Morgan Lewis,	Albert Gallatin,
Philip Hone,	Francis Depau,
James Boggs,	Charles King,
H. Sheldon,	Francis Ogmsted,
Rufus Prime,	J. Rathbone, Jr.
Charles C. King,	John S. Crary,
William W. Woolsey,	M. H. Grinnell,
William B. Astor,	G. G. Howland,
Henry Dudley,	William Burns,
Sidney Brooks,	Henry Ogden,
R. M. Lawrence,	Archibald Gracie,
Charles A. Davis,	

LOSS OF THE SHIP GEN. PUTNAM, FROM LIVERPOOL.—The following particulars of the loss of the ship Gen. Putnam, were received by her underwriters last evening.

Extract of a letter, dated Squam Beach, N. Jersey, 31st Jan. 1832, to Richard M. Lawrence.

Sir:—I inclose you a note just received.—The bearer of this states to me that the ship is wrecked about two miles and a half north of Barnegat Shoals, and when he left the beach last evening, there was not a soul landed, in consequence of the sea running so high, but there is no doubt in my mind but they will all be landed safe this morning, for the ship, as I am told, appeared to lay easy, and the swell lowering fast. As it respects the situation of saving, it must be left at present with me, for the ship lies between the out breaker and the beach; her mast is cut away, which makes her hull easy. I am going immediately to the wreck. I would be glad to see some good agent sent from New York to my assistance.—It is about 18 miles from my house to the wreck. Your obedient servant,

JOHN S. FORMAN,
Commissioner of Wrecks.

The following is the note alluded to in the letter and which came ashore in a bottle. "Ship Gen. Putnam, Hancock, of Baltimore, from Liverpool, bound to New York, sailed 15th, got ashore at 5 o'clock this morning, 30th Jan. 1832." There is no doubt this is the ship Gen. Putnam, Capt. Hancock, sailed from Liverpool the 15th Dec. bound to this port; ship belongs to Baltimore, and has a full cargo of hardware and dry goods for various merchants in this city; her freight list amounts to 750l.

The underwriters with great promptness despatched a Steamboat, and a number of hands last evening, to save the property. The person who brought the letter to this city was of opinion that all on board were undoubtedly saved, and should the weather continue mild, the goods will no doubt be saved and possibly the ship may be got off. She is largely insured in this city. Ship consigned to Brown, Brothers, & Co.—[Gazette.]

The militia of Ohio, according to the Report of the Adjutant General of this state, amounts to 126,471, including officers. The public arms are only 15,072 muskets, 18,000 rifles, and 12 pieces of ordnance.

Earthquake.—The Montreal Courier of Jan. 23, says.—A slight shock of an earthquake was felt in this city on Sunday night last, between eleven and twelve o'clock. The motion resembled the shaking of a steamboat whose machinery agitates her motion; it continued for about four seconds, and was accompanied with an indistinct noise.

This was the same time at which the earthquake at Ogdensburg, of which we published an account on Tuesday, was felt.—[Ex. N. Y. Am.]

The New Orleans Courier, of the 13th instant, says.—The post-rider was taken from the stage, near Thompson's Creek, on the night of the 11th instant, by two men in disguise, the mail taken from him, and he left tied.

A letter to the editors of the Baltimore American, from a correspondent at Havre de Grace, Md., dated 28th January, says.—"You are requested to notice, for the information of the friends of the party, that a young man who stated himself to be a portrait painter from Baltimore, on his way to Smyrna, Del., for the recovery of a sum of money, in crossing the Susquehanna on the ice this morning, fell through and was drowned. He had been cautioned against crossing without a guide, and a course had been pointed out to him, by which he might have passed in safety, but he preferred taking the most direct route, and in passing over a part covered only with thin ice, it broke under him. A person, who had observed the occurrence from a distance, hastened to his assistance, but before he could reach him, he disappeared."

Accident.—On the 18th inst. a serious accident occurred at Erie, (Pa.) the particulars of which are as follows:—As Messrs. Weatherby & Marshall, merchants, were standing together in an old frame store, engaged in conversation, a huge mass of snow and ice suddenly fell from the roof of a large mill adjoining the store in which they were standing; crushing it in instantly, and burying them in the ruins. Mr. Marshall's thigh bone was severely fractured, and Mr. Weatherby so badly bruised, that his recovery is considered doubtful.

Distressing Accident.—An accident of a serious nature occurred in Middlesmithfield township, Pike county, Pa. on the 19th ult. Three young men, Dan'l Walter, Michael Walter, his brother, and Barnett Decker, started on a hunting excursion, and after travelling some distance, they came to a spring, when Daniel, laying his gun upon a log encumbered with ice, stooped down in order to drink conveniently from the spring. At this moment his gun commenced sliding, and when directly over him, and in a line with his brother, went off at half cock; the ball passed through both his thighs, breaking one of them, and glancing in a different direction, entered the thigh of his brother, who was standing about 15 yards distant. The former survived but 28 hours, the latter is thought will recover.

DISSECTION.—The horror excited in London by the recent discoveries of the practice of *Burking* in that metropolis, has led to much discussion as to the best mode of encouraging dissections by law. Among others, a Colonel Jones, a noted Radical, addressed a letter to the *Times* on this subject, in which he advocates the propriety of the middle and higher ranks leaving their bodies for the benefit of science as an example to the lower ranks to do the same. The Colonel states that he has bequeathed his own body to the Anatomical Theatre of the London University.

A treatise on the Cholera Morbus, by F. G. Delaunay, who was charged by the French authorities with an investigation into the nature, origin and treatment of this malady, has just been received here from Paris, and will, we are requested to say, be translated by Dr. G. S. Bedford, and published without delay. It cannot fail to be an acceptable work at this moment. In regard to this disease, the London Medical Gazette has this anecdote:

A few days ago, Magendie, in returning to Paris from his visit to Sunderland, was asked, by a distinguished physician in London, what he thought of cholera? "I think" (said Magendie) "that it is a disease which begins where others end—*non desinit*."

SUMMARY

NAVAL SCHOOL.—The bill referred to in the Congressional report, respecting a naval school, provides merely for the establishment of an additional school at Charlestown, Massachusetts, similar to the two already established at New York and Norfolk, Va., and appropriates \$2000 per annum, for the support of each of the three. We were in hopes, when we saw the notice, that the bill went much further, and was intended to lay the foundation of a permanent and well-endowed naval school, on the footing of the Military Academy. We yet hope to see such a bill introduced.

IMPORTANT DECISION.—The point settled in the case annexed, is we believe one that has heretofore been regarded as very doubtful—and is of great importance to commercial men.

SUPREME COURT OF THE UNITED STATES, Jan. 24.—*The United States vs. State Bank of North Carolina.*—Mr. Justice Story delivered the opinion of this Court, ordering it to be certified to the Circuit court of the United States for the North Carolina district, as the opinion of this Court, that the priority to which the United States are entitled, in case of a general assignment made by a debtor, of his estate, for the payment of debts, comprehends a bond for the payment of duties executed anterior to the date of assignment, but payable afterwards.

NAVIGATION OF THE MISSISSIPPI.—Captain Shreve has been several years employed in clearing away the snags, &c., that obstruct the navigation of the Mississippi, and other rivers at the west. During the present year, he has removed 2265 snags from the bed of the Mississippi, and since he has been in this employment, he has cut two channels, so as to turn the whole current of the river, and shorten its length nearly 50 miles. And all this has been done by steam power. From the bottom of the Ohio, logs, rocks, &c. have been taken in numbers almost beyond credulity.

ODDENSBERG, JAN. 24.—*Earthquake.*—The shock of an earthquake was felt at this place on Sunday evening last, at about half past 11 o'clock. Houses were shaken so much as to awaken many from sleep, and the tremulous motion of every thing was painfully perceptible to every person awake. The rattling of stoves, crockery, and windows, with the vibration of every thing moveable, together with a sound like distant thunder underneath the surface of the earth, was distinctly witnessed by all who had not retired to sleep. There were three distinct shocks, the second being the most violent, at intervals of about half a minute, and the rumbling noise continued two or three minutes.—[St. Lawrence Gaz.]

ANOTHER "COLD FRIDAY."—Yesterday morning, at 7 o'clock, the thermometer, at the city mills, on the mill dam, stood at 18 degrees below zero; at the same time, at Roxbury, the thermometer stood at 16 below; at Jamaica Plains, 18; at Watertown, 19; at Charlestown, 17; at Salem, 14. The thermometer at the toll house on the mill dam, at 10 o'clock, stood at 0, and towards noon it had moderated still further. The change in the temperature of the atmosphere, from Wednesday morning to yesterday morning, was about 70 degrees! Some inquiry has been made for the wild geese which were seen to wend their way to the north a few days since.—[Boston Gaz.]

The steamboat United States left New Haven for New York last Friday evening, and succeeded in breaking through the ice for eight or ten miles, when the walking beam and main shaft gave way. The passengers have arrived by land.

Fire.—About 1 o'clock this morning, a fire broke out in the frame building, No. 125 Franklin street, occupied by Mitchell Markley, Patrick Haley, Edward Leonard, and others, which was destroyed, the brickfront house No. 123, occupied by Robert Henderson, gold-beater, was considerably injured.—[Jour. of Com.]

[From the Rochester Daily Advertiser.] Another of our citizens has suddenly sunk under the prevailing influenza. Mr. SMITH H. SALISBURY, formerly Editor of the Black Rock Gazette and Buffalo Republican, expired last evening. It was but Thursday last that he discharged his duties as editor of the Daily Advertiser, in which he has been engaged for the last half year.

Mr. Salisbury was one of the earliest settlers of

the "Genesee Country." He has been well known for the last twenty years from his connexion with the press. He conducted a paper at Buffalo, when the British burnt that place during the war. Mr. S. leaves a very numerous and helpless family to deplore his loss. His age was 46.

GOOD NEWS FOR FRENCH CLAIMANTS.—The Convention of indemnities negotiated by Mr. Rives, with the government of France, was, as we learn from the National Intelligencer ratified by the Senate on Friday last.

Melancholy.—We learn that a lad about 14 years of age, the son of Mr. George Brady, of Millertown, in this county, put an end to his life on Saturday last, by hanging himself. What induced him to commit an act which has involved his parents in the deepest affliction, it is impossible to say.—[Lancaster (Penn.) Herald.]

[From the Juvenile Souvenir.] SPUNK AND PERIL.—There is a story, and which I believe is fact, of two boys going to a jackdaw's nest from a hole under the balcony window in the tower of All-Saints' Church, Derby. As it was impossible to reach it standing, and equally impossible to reach that height from without, they resolved to put a plank through the window; and while the heavier boy secured its balance by sitting on the end within, the lighter boy was to fix himself on the opposite end, and from that perilous situation to reach the object of their desire. So far the scheme answered. The little fellow took the nest, and finding in it five fledged young birds, announced the news to his companion. 'Five, are there?' replied he; 'then I'll have three.' 'Nay,' exclaimed the other indignantly, 'I run all the danger, and I'll have three.' 'You shall not,' still maintained the boy in the inside; 'you shall not.' 'Promise me three, or I'll drop you.' 'Drop me, if you please,' replied the little hero; 'but I'll promise you no more than two,' upon which his companion slipped off the plank. Up tilted the end, and down went the boy, upwards of a hundred feet to the ground. The little fellow, at the moment of his fall, was holding his prize by their legs, three in one hand and two in the other; and they finding themselves descending flutered out their pinions instinctively. The boy, too, had on a carter's frock, secured round the neck, which, filling with air from beneath, buoyed him up like a balloon, and he descended smoothly to the ground; when, looking up, he exclaimed to his companion, 'Now you shall have none!' and ran away, sound in every limb, to the astonishment of the inhabitants, who, with inconceivable horror, had witnessed his descent.

MISCELLANY.

At a recent dinner of the Typographical Society at Washington, among many other toasts the following was proposed:

By a Member.—The Honorable G. C. Verplanck: His devotion to letters makes his presence welcome to Printers; and his talents and erudition are the boast of the great Commercial Emporium.

After the above had been read from the Chair—Mr. Verplanck expressed his thanks for this kind and unexpected compliment—a compliment which he said was doubly grateful to him, as coming from friends assembled here as the representatives, and upon the anniversary, of a fraternity whom the occurrences and habits of his life had given him occasion to know much of, and to esteem highly. Among the earliest recollections of his boyish days, he said, were the amusing and instructive incidents of the early life of Benjamin Franklin, as related by him self; and one of the circumstances which most struck and excited my boyish imagination in that beautiful narrative, was that of his calling the office in which he worked in London, a *Chapel*, according to the traditional phrase of English printers. It is a term that has gone much into disuse, I have since learnt, on this side the Atlantic. In this chapel, however, about which our great philosopher and patriot printer first excited my curiosity, it has been the fortune—I think the good fortune—of my life to have since passed many hours. Those were hours which I used to flatter myself might be useful to others—they were certainly always agreeable and interesting to myself. I was there very early and very frequently struck with the general intelligence and information of the craft; and I was often delighted with the native talent, the literary acquirement, the liberal principles, and

the ardent minds, of many of them with whom I there became acquainted. I there made many acquaintances amongst your fraternity, whom I shall always remember with respect and kindness, and not a few friends whom I honor and esteem. I have received amongst them the best offices, as a friend—(nor can I forget it) aid, suggestions, corrections, as an author. One instance of this occurs to me at this moment, and the time and occasion will not allow me to pass it over. I was engaged some years ago in a miscellaneous literary work, in conjunction with two or three friends, whose writings are amongst the most valued productions of native literature. The volumes were most accurately, as well as very beautifully printed. Before the sheets had reached the binder, and long before they had fallen under the eyes of any regular editorial critic, I was surprised with a review of the work in one of our best and most widely circulated literary journals. It was written with great talent, as well as elegance and sprightliness of style, and in the most friendly spirit. On inquiring for the name of our good-natured and able critic, the authors were surprised to learn that he was the compositor who had set up the whole of the manuscript, and who knew it only in that way. Our friend has since laid down the stick for the pen, and is now, as I trust, winning his way to fame and fortune, in another country.

Although I single out this instance, I mention it not as a singular one, but merely as an example of one amongst many similar.

But to return to the idea with which I began. It was there, and in such company, that I learnt to give its due import to Franklin's term of the *Chapel*, which, if it has become obsolete in many parts of our country, ought not to be so.

I there learnt, amongst printers, and pressed, and forms, what every day's observation of my life out of doors confirmed to me, that this was indeed a *CHAPEL*—not of a fabulous deity, or traditional saint, but the true Chapel of LIBERTY. There is her living presence, her home, and the seat of her power: There are the altars, upon which are hourly kindled the pure and bright lights of useful knowledge, for the guiding and illumination of mankind. There, too, the Goddess treasures up her arms, her regis, and her lightnings: There she worships by a faithful, an assiduous, an intelligent, an ardent, and bold and high-minded priesthood.

Permit me to condense these few ideas into a toast, and to ask you to join in drinking—

The Printing-Office.—The Chapel where Liberty is devoutly worshipped; where she kindles upon her own altars the lights of truth; whence she hurls her avenging thunderbolts upon the tyrant and the bigot.

POSTSCRIPT TO COUNT ROBERT OF PARIS.—The gentleman reader is acquainted, that these are in all probability, the last tales it will be the lot of the author to submit to the public.

He is now on the eve of visiting foreign parts: a ship of war is commissioned by its Royal Master to carry the author of Waverley to climates, in which he may possibly obtain such a restoration of health as may serve him to spin his thread to an end in his own country.

Had he continued to prosecute his usual literary labors, it seems indeed probable, that at the term of years he has already attained, the bowl, to use the pathetic language of Scripture, would have been broken at the fountain; and little can one, who has enjoyed on the whole an uncommon share of the most inestimable of worldly blessings, be entitled to complain, that life, advancing to its period, should be attended by its usual proportions of shadows and storms. They have affected him at least in no more painful manner than is inseparable from the discharge of this part of the debt of humanity. Of those whose relation to him in the ranks of life might have insured him their sympathy under indisposition, many are now no more; and those who may yet follow in his wake, are entitled to expect, in hearing inevitable evils, an example of firmness and patience, more especially on the part of one who has enjoyed no small good fortune during the course of his pilgrimage.

The public have claims on his gratitude, for which the author of Waverley has no adequate means of expression; but he may be permitted to hope, that the powers of his mind, such as they are, may not have a different date from those of his body; and that he may again meet his patronizing friends, if not exactly in his old fashion of literature, at least in some branch, which may not call forth the remark, that—

Superfluous lags the veteran on the stage.

ASBURY, September, 1831.

POETRY.

[FOR THE NEW YORK AMERICAN.]

From *Love of the Shell-Fishes*.—Extract 2.

Spirit of love, that walkest the wide earth,
 Surdest the air, and swimmest the vast sea—
 Spirit that boasts the high and holy birth
 Of Eden's garden dwellers—the fair she
 Who gave her appetite a moment's mirth,
 And damned thereby our race eternally;
 She was thy mother: thou wast born of one,
 The first and fairest underneath the sun.
 Alas for thee, and more alas for thine!
 The broken-hearted do alone adore thee;
 And their fountains, at thy sainted shrine,
 Are tears poured out from burning founts before thee.
 Prayers hot with vows that call thee all divine,
 Mixed with loud sighs that beg thee, and implore thee,
 God of tumultuous bliss and chaste embraces,
 To listen to the statements of their cases;
 These are the offerings of the pilgrim crowd,
 That wait and worship, kneeling at thy throne;
 Look on the groups of motley beings bowed,
 Offering their hearts' best gifts to thee alone.
 Dost hear their soft complaints and wailings loud—
 Their half-imporing, half-desponding tone—
 That praise thee and yet curse thee as unkind?
 I fear that thou art deaf as well as blind.
 I know thou hast thy pleasures, but how fleeting.
 I know thou hast thy pains, but oh! how lasting.
 Like to a single day of hearty eating,
 With a long Lent of lean and hungry fasting;
 Or like to fruit forbidden, that comes greeting
 To appetites that are debarr'd the tasting;
 Or like the perfumed poison flower, most willing
 That it be plucked and kissed,—and ends in killing.
 Thou hast enough of worshippers above.
 Cannot the incense of ten thousand sighs,
 Sent up to thee each day, suffice to prove
 Thou art the very first of deities?
 No! like thy votaries, thou dost love to rove
 In search of swelling bosoms and bright eyes:
 Amphibious God; that visitest the sea
 To prove even there thy high divinity.
 Spirit of love, since the unathomed ocean
 Thou claimest as thy realm, I bow to thee,
 And offer up to thee the pure devotion
 Of the deep dwellers of the silent sea:
 As long as eels within their hearts the motion
 Of thy life giving influence, mayest thou be,
 While through all space thy fiery chariot drives,
 The kindly watcher of their peaceful lives.

AMERICAN RAIL-ROAD JOURNAL.

The subscriber is now publishing a weekly paper, called the **AMERICAN RAIL-ROAD JOURNAL**. A principal object in offering the proposed work to the Public, is to diffuse a more general knowledge of this important mode of internal communication, which, at this time, appears to engage the attention of almost every section of our country.

THE AMERICAN RAIL-ROAD JOURNAL is printed on a sheet of the largest size, (mammoth) and put up in a convenient form for binding, each number containing sixteen large octavo pages of three columns each. The selections, upon the subject of railroads and other works of internal improvement, will be from the best authors, both of Europe and America, and will be occasionally illustrated by engravings. A part of this Journal will be devoted to the subject of internal improvement—giving a history of the first introduction of railroads into England and their improvements to the present day. It will also notice the progress, in different sections of the country, upon the subject of railroads. The remaining part of the paper will contain the LITERARY, MISCELLANEOUS AND NEWS matter of the NEW-YORK AMERICAN, as prepared for that paper, omitting all political subjects, except such as are of general concern.

The terms of the American Railroad Journal are THREE dollars per annum, payable in advance; and will not be sent without. Any person who will obtain eight subscribers and remit the amount, shall have a copy gratis; and to companies of ten subscribers, who associate and remit twenty-five dollars, it will be sent for \$3.00 each per annum. The Journal will be sent for any length of time desired, if paid in advance. It will be published on Saturdays.

Letters upon the subject of the AMERICAN RAIL-ROAD JOURNAL may be addressed, free of postage, to the publisher and post proprietor,

No. 25 Wall-street, New-York.

JOHN WEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without alloy), offer to supply full length ropes for the interior of New-York, at the shortest notice, and deliver them to the city of New-York, if requested. As to the quality of the ropes, the public are referred to J. B. Jarvis, Eng. M. & E. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County, Pennsylvania.
 Piquette, Wayne County, New-York,
 1st mo. 23d, 1852.

NEW-YORK AMERICAN, TRI-WEEKLY.

The NEW-YORK AMERICAN is now published THREE TIMES A WEEK, in addition to the *Daily* and *Semi-weekly*, as usual. This arrangement is made to accommodate a large class of business-men in the country, who are desirous of seeing the advertisements of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper. By this arrangement, it will easily be perceived, their wishes may be gratified, at one half the expense of a daily paper, as most of the advertisements, both of the *Daily* and *Semi-weekly* papers, will appear in the *Tri-weekly American*; and the reading matter as published in the *Daily paper*. It will be issued on *Tuesdays, Thursdays, and Saturdays*, at FIVE dollars per annum in advance,—to subscribers out of the city of New-York, and forwarded, according to their order, and for any length of time.

All letters relating to the TRI-WEEKLY AMERICAN may be addressed to the Publisher and Post Proprietor,
D. K. MINOR, No. 25 Wall-st. N.Y.

MARRIAGES.

MARRIED—In Savannah, on the 31st December last, Mr. Horace Sidars, to Miss Lucy, youngest daughter of William Scarborough, Esq. of that place.

At New-Brunswick, N.J. on Tuesday morning, Jan. 31, by the Rev. Mr. Webb, Mr. Wm. Dunham, (of the firm of Duyckinck & Dunham), to Miss Sarah Knight, daughter of Mr. John Dunham, all of the above places.

DEATHS.

DIED—On Friday morning, the 27th January, Charles Ruggles Tallmadge, infant son of Daniel B. Tallmadge, Esq. Friday evening, 27th Jan'y, after a short and severe illness, John W. Wood, of the firm of C. & J. W. Wood, in the 36th year of his age.

Last evening, 27th inst. of a lingering illness, Mr. Wm. Van Winkle, in the 27th year of his age.

At 9 o'clock, on the evening of Jan. 26th, after a short but severely painful illness, Peter Ludlow, Esq. in the 66th year of his age. Mr. L. was one of our oldest and most respectable inhabitants.

In the village of Kingston, Ulster Co., on the 25th Jan., Mrs. BLANDINA BRUYN, aged 80 years, widow of J. S. Bruyn, a Colonel in the Revolutionary Army, and sister of the late Mrs. Cornelius Ray, of this city.

In her united, in a remarkable degree, exemplary piety, benevolence, kindness of heart and the most perfect disinterestedness. The sick and the poor of her village will not soon forget the memory of one who considered no personal sacrifice too great which could contribute to the good of others.

January 30th, after a short illness, Agnes, daughter of Hugh Maxwell, in the 14th year of her age.

January 30th, James, only son of Dr. Abm. L. Cox, aged 16 months and 13 days.

On Sunday morning, 29th instant, Phoebe B., only child of Philander White.

At Ulster, Jan. 24th, Mary, daughter of the late Rev. Dr. John Bowden, many years one of the Professors in Columbia College.

On Monday evening, Jan. 20, Mrs. Mary Lewis, in the 73d, year of her age.

At Paterson, N. J. on Sunday, 29th Jan., of a short illness John F. Nicoll, in the 37th year of his age.

In Syracuse, on the 21st Jan., Mrs. Abigail Barnes, aged 81. Also, on the same day, Mr. Alexander Pompey, a colored man, aged 120 years and 6 months.

Departure of the Revolutionary Fathers!

In Paris, Oneida Co. on the 17th ult. of the influenza, Captain Chas. Smith, a Revolutionary patriot, aged 93 years.

In Western, on the 26th ult. Josiah Cleveland, a Revolutionary patriot, aged 73 years.

In Stow, Massachusetts, Capt. Judah Wetherbee, a Revolutionary patriot, aged 77 years.

In Lyme, Dr. James Gardner, aged 60 years. He served in the army of the Revolution.

At Fall River, Leonard Evans, aged 80 years, a Revolutionary pensioner.

In Newstead, on the 23d, Samuel Owen, 74, a soldier of the Revolution.

In Perryburg, Cattaraugus Co. Mr. Stephenson, 73, a Revolutionary pensioner.

In Somerset, Pa. Andrew Way, 62, a soldier of the Revolution.—[Wayne Sentinel.]

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 126 persons during the week ending on Saturday last, viz:—Of whom 33 were of the age of 1 year and under, 10 between 1 and 2, 21 between 2 and 3, 9 between 3 and 10, 3 between 10 and 20, 13 between 20 and 30, 11 between 30 and 40, 12 between 40 and 50, 5 between 50 and 60, 6 between 60 and 70, 6 between 70 and 80, and 1 between 80 and 100. Diseases—Apoplexy 2, burned or scalded 1, cancer 1, casualty 1, consumption 31, convulsions 8, cramp in the stomach 1, diarrhoea 2, dropsy 1, dropsy in the chest 1, dropsy in the head 1, dysentery 1, fever 4, fever scarlet 6, fever typhus 2, hives or croup 1, inflammation of the bowels 3, inflammation of the brain 1, inflammation of the chest 2, inflammation of the liver 1, influenza 1, insanity 1, interperence 1, malarious 1, measles 12, mortification 1, old age 3, peripneumony 4, pleurisy 2, pneumonia typhoid 5, small pox 3, sprue 1, stillborn 13, teething 1, whooping cough 3, worms 1.

ABRAHAM D. STEPHENS, City Inspector.

SALES OF REAL ESTATE AT AUCTION.

By James Blacker & Sons.

Jan. 24.—The three story brick house and lot No. 61 Chambers street, opposite the Park, lot 23 feet by 90 ft, sold for \$19,000.

The two story brick front house No. 203 Elm street, lot 20 feet by 60.

The frame house and lot No. 121 Bowery, 25x75.

The two story brick house and lease of lot No. 70 Murray street.

The three story brick house and lot 60 Franklin street, lot 30 feet 7 by 95 feet.

Jan. 25.—Two lots on 13th street, near 6th avenue.

One lot, 22 by 103 feet, do. do.

One lot, 22 by 103 feet, do. do.

Three lots, 22 by 103 feet, do. do. each.

One acre, on do. 22 ft. 8 in. front, and 96 ft. deep one side.

One acre, corner 11th street and 6th avenue, 34 ft. 6 in. on the avenue, and 44 ft. 10 in. on 11th-st. and 117 ft. on the other side, (with frame building).

Eight double lots on Water street between Jefferson and Rutgers slip, running from Water-st. to the East River, 123 ft. 8 in. depth from Water-st. \$1,750 each.

Ten lots on Water street, between Clinton & Jefferson-st. same as above, \$1,500 each.

Jan. 26.—The lot of lot corner of Wall and Broad-street, lot 30 ft. 6 in. on Broad-st. and 30 feet on Wall-st.

1 lot on Washington-street, between Cedar and Albany streets.

1 do. do. do. do.

1 do. do. do. do.

The three story brick house and lot No. 86 Gold street, lot 23 feet 1 inch by 95 feet.

1 lot on Madison street, running through to Grand st., with large brick and frame building.

The three story brick house and lot No. 43 Roosevelt street, lot 25 by 70 feet.

3 lots on Water street, corner of Cuyler alley, 37 feet by 85, with 3 brick and 2 frame stores.

Frame house and lot 126 Greene street, lot 95 feet by 100.

Jan. 27.—The three story brick house and lot No. 23 Fulton street, lot 17 feet 6 in. by 80 feet.

The two story brick house and lot No. 21 Oliver street, 35 by 100 feet.

A lot on the south side of 10th street, between 6th and 9th avenues, 25 by 100 feet.

2 lots on Water street, Williamsburg.

1 do. First street, do.

4 do. North Third st. do.

4 do. do. do.

3 do. North street, do.

3 do. do. do.

4 do. do. do.

13 do. do. do.

2 do. do. do.

4 do. do. do.

Jan. 28.—Lot 107 Cedar-street, near Greenwich-street, 50 by 60 feet.

LOTS AT BROOKLYN.

1 lot on Washington st. corner of Concord st.

2 do. do. each \$1200.

1 do. do. do.

1 do. do. do.

1 do. on Concord street.

2 do. do. each \$1000.

2 do. on Liberty street, each \$375.

2 do. do. each \$500.

1 do. on Washington st.

3 do. do. each \$1300.

1 do. do. do.

1 do. corner Concord and Liberty streets.

1 do. do. do.

12 do. on Concord street, each \$1125.

1 do. do. do.

1 do. on Liberty street.

2 do. on Nassau street, each \$1050.

1 do. corner Nassau and Liberty streets.

1 do. on Nassau street.

Jan. 29.—The four story store and lot No. 278 Pearl st. lot 20 by 90 feet.

The store and lot adjoining, No. 280 Pearl street.

The two story brick house and lot No. 540 Broadway, lot 25 by 100 feet.

Jan. 31.—The brick house and lot corner of Stanton and Cannon street, lot 25 by 100.

The two story brick front house No. 121 East Broadway, lot on lease 8 years at \$50 per ann.

Frame house and lease of lot on 1st Avenue.

Three years' lease of frame house corner of Broadway and 14th street.

Two story brick house and lot in fee No. 13 Minors st.

Three story brick house and lot No. 25 Beach.

Lot on Norfolk street, (frame house) near Livingston-st.

House and lease of lot No. 325 Washington-st.

House and lease of lot No. 49 Vestry-street, (no ground rent).

By M. H. Brothers & Co.

Jan. 25.—A two story brick house and lot, 141 Wooster street, lot 25 by 100, house 25 by 22, sold for \$5,100.

House and lot 143 Wooster street, adjoining the above, same dimensions.

No. 93 Varick street, a two story brick front house, lot 25 by 70, house 25 by 40.

No. 115 Canal street, a two story brick house, lot 21 by 57, house 21 by 40.

No. 123 Canal street, a two story brick house, same dimensions as No. 115, lot 21 by 50, house 21.

No. 17 York street, a two story brick front house, lot 23 ft. 4 in.

No. 13 York street, a two story brick front house and lot of ground, lot 21 by 60, house 21 by 30.

No. 7 York street, a two story brick front house and lot of ground, lot 21 by 60, house 21 by 30.

No. 40 Sullivan street, a two story brick front house and lot, house 21 by 30, lot 21 by 60.

No. 47 & 48 Sullivan street, 2 two story brick front houses and lots of ground adjoining the above houses, each 21 by 30, lots 21 by 56 feet, each.

No. 43 Sullivan street, adjoining the above house, a two story brick front, 24 by 39, lot 23 by 94.

No. 46 Hudson street, a three story brick house and lot of ground, lot 23 by 67, house 23 by 40.

No. 48 Hudson street, a three story house and lot, adjoining the above, lot 21 by 71 feet, house 21 by 40.

No. 410 Hudson-st. a three story brick house and lot, adjoining the above, lot 31 by 17.

No. 412 Hudson-st. a three story brick house and lot, house 22 by 52, lot 70 ft.

No. 414 Hudson-st. a three story brick house and lot, 18 ft. on Hudson-st.

No. 130 Anne-st. a large two story brick house and lot.

No. 110 Avenue-st. a two story house, adjoining the above, house 19 by 36, lot 19 by 64.

No. 107 Charles-st. a two story brick front house and lot, 25 by 20.

No. 484 Hudson-st. a three story brick house and lot, house 29 by 49.

No. 438 Hudson-st. a three story brick house and lot, house 23 by 39.

No. 430 Hudson-st. a three story brick house and lot.

No. 121, 123 & 123 Hudson-st. opposite St. John's Park, three four story basement brick houses and lots, each house 10 by 48, lot 19 by 97, each sold for \$10,000.

A house and lot No. 40 Chapel street.

By E. R. Minors & Co.

Jan. 25.—One house and lot in 14th street.

One three story brick house and lot No. 197 Chambers-st. next to corner West-st.

POSTSCRIPT.

STILL LATER.—The North America, from Liverpool, brings dates to the 1st ult., ten days later than those received yesterday. The chief subject, as to England, is the rapid and unparalleled extension of the Cholera in the town of Gateshead, a suburb of Newcastle, and connected with it by a bridge over the Tyne; where it seemed to burst forth at once with fearful mortality—40 or 50 cases occurring each day. This is, in part, ascribed to the excess, among the lower classes, consequent upon the celebration of the Christmas holidays. It had also appeared in Scotland, at Haddington, near Edinburgh, and in Wales.

The law for the abolition of an hereditary Peerage in France, had passed the House of Peers. The effect of this law will be more felt in England, where so many are already disposed to question the necessity or use of an hereditary peerage, than in France, where that branch of the legislature was much less influential.

An absurd report, received in Paris by the way of Corsica, of an insurrection in Rome, in which the Pope was said to be killed, and the Castle of St. Angelo taken, excited momentary attention, but was soon perceived to be wholly unfounded.

Gen. Terrijos, who has been so long conspiring against Ferdinand, has at last been taken and executed. He was thrown, with some fifty companions upon the coast near Malaga, and preferred, it seems by surrendering with arms in his hands, to lose his life by execution, to dying sword in hand for a cause hopeless, but which he deemed just.

The English papers are very angry because an Englishman, named Boyd, who accompanied Terrijos was executed like the rest. The right however, to execute him must be the same as that which authorized the execution of the others.

The King of Holland's obstinacy is now openly charged to the connivance of the Emperor of Russia. Some troubles had occurred in Luxemburg, which the treaty agreed on by the Five Powers leaves partly Dutch and partly Belgian. This anomalous condition led to the occurrences we cannot detail. It seems less probable than heretofore that this question of Holland and Belgium will be amicably settled. It is not doubted that a treaty was signed, or at least agreed upon for the marriage of King Leopold with one of the daughters of King Philip, an arrangement acquiesced in, as we infer by the language of the London Courier, by the British Government. In that, or probably any, event, France will sustain Leopold against Holland.

The President's message is published at length in most of the London papers of the 29th December, and warmly and deservedly praised. The Courier thus speaks of it:

The President's Message is altogether a gratifying document, from the pacific and moderate tone adopted towards this country; but what will excite peculiar gratification to the friends of American independence, is the allusion to the prosperous condition of the finances, it being announced that the whole debt of the country may be extinguished within four years of the administration of the present President. There can be little doubt, we think, of a perfectly satisfactory termination to the question of boundaries. The two Governments are, by interest as well as good feeling, influenced in their view of that question, and it is not likely that they will allow any little difference of opinion to prevail against the important conviction that, for the sake of independence and freedom, it is essential to have a cordial understanding between constitutional countries. It is very important that Great Britain, France and America, should be cordially disposed towards each other, in order to counteract the effect of a Holy Alliance league which now exists in force of its predecessor, although it is not convenient to acknowledge a determination to enforce its doctrines and extend its power.

The Packet ship Samson, hence for London, was discharging her cargo at Portsmouth on the 30th.

A letter from Capt. Chadwick says his deck was swept Dec. 5th, five days out from New York. Dec. 9th, while scudding, a sea wrung off the rudder by the counter, and carried away all the braces from the stern post. On the 13 weather moderated; shipped a rudder by which the ship steered well. On the 20th, during a hail storm, was struck with lightning at the foremast head. The fluid came down through both decks into the lower hold, where it entered several boxes and set fire to a bale of cotton, which lay near the foremast. Succeeded in getting off the fore hatch, and removing the cargo so as to extinguish the fire. Weather thick until 25th. The Sampson had a large quantity of specie on board.—The ship and cargo were worth \$700,000. Seldom has a ship been overtaken with such a series of disasters.

A letter from Capt. Holdridge, of the Silas Richards, says, he was nine days in getting to the Banks, when he took a hurricane from the west, and reached Holyhead, a distance of 3000 miles, in eight and a half days,—all safe.

LONDON, Dec. 30.—The Cholera is getting rather serious in the North of England, say at New-Castle and its immediate vicinity, and we make no doubt that folks abroad will be apprehensive for their friends here, much more so indeed than is any occasion for. And we can only say, that while every proper precaution at the same time is taken, no fear is entertained here of its spreading, or if it should, of its being of that dangerous consequence people are at first apt to suppose. Small-pox and scarlet fever are as bad disorders, and yet, although always prevailing, keep up no alarm. As to your yellow fever, it is ten times worse than anything that has shown itself here.

Hereditary Peerage abolished in France!

LONDON, Dec. 30th. (evening).—An Hereditary Peerage has ceased to exist in France,—in that country which is within three hours sail of the English shores. The Paris papers mention that the question was brought to a conclusion on Wednesday evening (Dec. 28th) when the entire law was put to the vote, and passed by a majority of 33, the number for the abolition being 103; against it 70! The final settlement of this great question has created, comparatively speaking, but little sensation in the French capital; for it had long since been determined by the people that the Hereditary Peerage should go; consequently the majority in favor of the Ministers was looked on merely as a matter of course.

[From the Globe, of January 30.]

CONGRESSIONAL ANALYSIS.—In the Senate, Mr. Wilkins presented some resolutions of the President and Directors of the Pittsburgh bank, in favor of the renewal of the charter of the U. S. Bank. The bill for the relief of certain revolutionary officers and soldiers of the Virginia line, was reported without amendment. The resolution respecting the Tariff, submitted by Mr. Clay, was discussed by Mr. Smith of Md. and Mr. Holmes of Maine. Mr. Holmes had not concluded his remarks when the Senate adj.

Among the numerous memorials presented in the House of Representatives, was one by the Speaker, from the Free Trade Convention recently assembled in Philadelphia, on the subject of the Tariff. It was laid on the table, and 5000 copies, in addition to the usual number, ordered to be printed. Mr. Johnson of Kentucky, from the Committee on the Post Office and Post Roads, reported a bill to reduce the postage on periodicals and pamphlets. Mr. Wilds, from the Committee on Ways and Means, reported a bill making an appropriation to carry into effect the second article of the treaty at Fort Wilkinson. Mr. W. B. Shepherd, from the Committee on Territories, reported a bill to fix the salaries of the Governor, Secretary and Judges, of the territory of Arkansas. The House resumed the consideration of the Apportionment Bill. Mr. Wickliffe's motion to recommit the bill to a select committee, to consist of one member from each State, was lost—yeas 76, nays 115. Mr. Wickliffe then moved to strike from the bill 48,000 as the ratio, but before the question was taken the House adjourned.

MARRIED.

In Philadelphia, on Tuesday evening, Alfred Langdon Elwyn, M. D., to Mary Middleton, daughter of Doctor Mease, of that city.

DIED.

On the 1st inst., at 4 o'clock, Mr. Abraham Brouwer, in the 85th year of his age.

As doubts have been expressed at a distance as to the non-continuance of the RAIL-ROAD JOURNAL, it is but justice to those who are subscribers to say that its permanency is certain.

The publisher is permitted to refer to the following gentlemen: WILLIAM A. DUER, Esq., President of Columbia College. JAMES RENWICK, Professor in Columbia College. ROBERT L. STEVENS, Esq., Engineer. JAMES G. KING, Esq., of the city of New-York. SAMUEL SWARTWOUT, Esq., Collector of the Port. Messrs. GRACIE, PRIME & CO., Merchants.

. Editors who have published the Prospectus, are requested to give the above six insertions.

For the New-York American.

RANGE OF THE THERMOMETER AND BAROMETER FROM 16th TO 31st JANUARY.

	Thermometer.		Barometer.	
	Highest.	Lowest.	Highest.	Lowest.
January 16.....	30	30	30.30	30.17
" 17.....	42	33	30.30	30.9
" 18.....	46	33	30.06	29.53
" 19.....	51	40	29.69	29.50
" 20.....	43 [n't observ'd]		30.10	30.
" 21.....	40	33	30.52	30.59
" 22.....	30	23	30.31	30.25
" 23.....	29	15	30.35	30.7
" 24.....	41	37	30.7	30.55
" 25.....	35	26	30.91	30.66
" 26.....	13	7	30.38	30.18
" 27.....	9	1	30.49	30.34
" 28.....	21	6	30.36	30.30
" 29.....	26	22	30.18	30.4
" 30.....	26 [n't observ'd]		30.73	30.55
" 31.....	31	25	30.14	29.97

PASSENGERS.

In the packet ship Columbia, sailed Tuesday, for London:—Chevalier Huygens, Minister from the Netherlands, lady, two daughters and two servants.

In ship North America, from Liverpool:—Mrs Macy, Mr F Post, Wm I Babcock, Mr John S Tooker, Mr C D Fisher, New York; Mr J Robinson, of England; Mr S Doggett, of Boston; Capt Wm Gorham, of Portland; Mr Jas Kershaw, Mr Robert Kershaw, of England.

In the ship Sovereign, from London and Portsmouth:—Mr J. E. Tosehemacher, lady and 3 children, of London; M. E. Hardy, of New-York, and 65 in the steerage.

In the ship Canada, from Liverpool:—Mr G Gossop and servant, of England; Mr S T Stanforth, of do; Mr F Lamiral, of Lyons, Fr; Mr T K Handy, of Nashville, Tenn; Mr E Wight, of Boston, Mass; Mr J G Tappan, of New-York, and 17 in the steerage.

In the packet ship Hibernia, sailed yesterday, for Liverpool:—Miss Wilson and servant, of Charleston; Messrs T Pearson, of New-York; H W Mubbell, of do; Mr Cryder, of do; H Wainwright, of Boston; E. Simson, of Hamilton, U C; R. Symes, of Quebec; J Cornell, of Montreal.

Per Samuel Robertson from London—Lieut. Napier, of H. B. M. Army, lady and servant; John Green, Esq and lady of Philadelphia; Miss Gannicott, of London; Messrs. McGowan, of Scotland; Tremayne, of England, and 35 in the steerage.

Per ship Pacific, from Liverpool—George Dellus, Esq, of Germany.

Per ship Niagara, from Charleston—Miss Wilson and servant; Messrs. Mayo, Blake and Short.

Per ship Lafayette, from Charleston—W Elder and Mrs Wright and son.

Per schr Daniel Webster, from St. Marks—Lieut. T M Randolph, U. S. Navy, R H Brooke, and Capt. M'Mullen, lady and child.

COMMERCIAL RECORD.

LIVERPOOL MARKET, Dec. 31.

Cotton.—The improvable week is 6100, and the sales are 13, 730 bags at full price, viz. 180 Sea Islands, at 10 1/2 to 14 1/2; 40 stained do, 6 1/2 to 7 1/2; 6,000 Bowdels, 4 1/2 to 6 1/2; 800 Orleans, 5 1/2 to 7 1/2; 3,000 Alabama, 4 1/2 to 6 1/2; 970 Ferns, 1 1/2 to 7 1/2; 1,000 Bahias and Maccos, 6 to 6 1/2; 1,180 Maranhams, 6 to 7 1/2; 10 common West Indies, 6 1/2; 170 Egyptians, 7 1/2 to 8 1/2, and 600 Surats 3 1/2 to 4 1/2 per lb.

Sugar.—There is some inquiry for Brazil for export, and about 100 cases have been sold at 15s for good brown to 18s 6d for low white Bahias.

There have been no public sales of Coffee during the week, and the transactions are confined to 70 cks Jamaica, at former rates. In Cocoa, Ginger, Pepper, or Pimento, nothing has been done: 100 bags good white Bengal Rice have been sold at 15 to 16s. The business done in Ashes, is on a very confined scale, at about last week's prices. In Dye Woods the sales are also limited at 2 1/2 to 3s for Campachy Logwood. In East India produce small sales have been made in Shellac, at 1s per lb; and 600 bags Saltpetre have changed hands at 37s to 38s 6d. The spirited demand for Olive Oils noticed in our last has somewhat abated, and the sales do not reach 100 tns, at the highest point of last week's prices, which holders find little difficulty in obtaining. The general sales under this head are not worthy of notice, with the exception of about 600 bags Sumac, at 9s 6d for Verona, and 12s for Sicily. In Naval Stores the only sale is 1000 brls. Turpentine (600 to arrive,) at 11s 3d to 11s 3d. Palm Oil.—We have experienced rather a limited demand for this article, the transactions of the week being confined to the supply of consumers, at our quotations. Tallow.—The market has been more quiet, but holders will not give way in price, and are still obtaining 44s 6d to 45s.

December 27.

Corn Exchange.—With a fair arrival of Wheat, Oats, Flour and Oatmeal from Ireland, for this day's market, only a very moderate business was done in Wheat, at a decline of 1 to 2d per 70 lbs. on new Irish. For Oats the demand was also limited, and prices may be noted 4 to 4d per 45 lb. dealer. Barley and Malt each 1s per qr. and Beans 2s per qr. lower. In other articles no alteration.

LONDON, December 29.—American Stocks.—American 4 per cent. 1833, 89 1/2; do. 5 per cent. 1833, 89 1/2. New York 6 per cent. 1837, 99 1/2; do. 5 per cent. 1845, 106 1/2; do. 6 per cent. 1857, 106 1/2. Dividends from 1st October. Pennsylvania 5 per cent. 1856, 106 1/2. Dividends from 1st August. Ohio 6 per cent. 1850, 114 1/2. Virginia 6 per cent. 1844, 110 1/2. Louisiana, Wabash, 1844, 104 1/2; do. 1835, 104 1/2; do. 1844, 104 1/2; do. 1850, 104 1/2. Louisiana, Barings, 1838, 105 1/2; do. 1843, 105 1/2. Mississippi 6 per cent. 1841, 105 1/2; do. 1846, 105 1/2; do. 1851, 105 1/2; do. 1856, 105 1/2. Louisiana Bank Shares, 42s 10s. Bank Shares 42s. Dividends from 1st July.